

**FREE
GUIDE
INSIDE**



**2017 GUIDE TO UK BUS ENTHUSIAST
GROUPS & PRESERVATION SOCIETIES**

Bus & Coach PRESERVATION

Inside this month:

**BIRMINGHAM REGENT
PROGRESS**



**SOUTHDOWN
NATIONALS AND VRTs**



BUSES FESTIVAL 2017



**WESTERN NATIONAL LH
PART TWO**

**Plus: all the latest news
and a whole lot more!**



There's only one
G-TYPE!

**BRITAIN'S OLDEST
BRISTOL DOUBLE-DECKER
BACK ON THE ROAD**





ALEXANDER (NORTHERN)

When the huge W. Alexander & Sons company was split into three more manageable divisions in 1961, Alexander Northern became the operator for the east coast, Aberdeen and the north coast (Elgin, Banff and Nairnshire), towards Inverness. The easily recognisable pale yellow and white livery was to last for more than two decades. As part of a rebranding exercise within the Scottish Bus Group, the company became Northern Scottish. This month in our introductory feature, we feature three vehicles which recall this great operator.

MAIN PICTURE: Alexander (Northern) AEC Reliance heads south through Fettercairn Royal Arch, a memorial archway erected in 1864 to commemorate the visit by Queen Victoria and Prince Albert, whilst staying at Balmoral in 1861. Seen here in 1980, the Alexander 'Y'-bodied coach had been new to Scottish Omnibuses in 1966. Pictures: PRESBUS ARCHIVE



TOP: Another Northern coach acquired secondhand was NPA198 (EAV 459), a Duple 'A'-bodied Leyland PS1/I which had been new in 1948 to Sutherland of Peterhead. NPE 198 is seen in Perth in 1964.

ABOVE: Seen heading for Aberdeen in September 1986 is Alexander 'Y'-bodied Leyland Leopard NPE88 (GSO 88V). New in 1980, NPE88 was to see later service with Strathtay Scottish.

COVER: Read the second part of SIMON GILL's exciting story of Bristol GJW, Eastern Counties HLG4 (VG 5541) on page 12. PHILIP LAMB

NEWS PLUS

The latest news from the world of bus preservation and beyond.

A SOLE SURVIVOR

SIMON GILL concludes the fascinating story of the rescue and restoration of the oldest remaining Bristol double-decker and the only Bristol G type to survive.

ON THE ROAD

This month's round up of older buses and coaches in the UK and abroad is presented by DAVID JUKES.

SOUTHDOWN'S VRTs — RESCUED, RESTORED & DRIVEN

The news that four Southdown Bristol VRTs have been saved following a narrow escape from the scrapyards has prompted NICK LARKIN to compile an update of these and other examples in preservation.

COMMEMORATING SOUTHDOWN'S NATIONALS

The 40th year of former Southdown Leyland National No 34 (PCD 80R) was commemorated with a special remembrance run on 27 May 2017 with newer sister No 75 (YCD 75T) and Bristol VRT No 617 (UWV 617S). DAVID JUKES reports.

LH IN EXILE

We conclude the story of Western National Marshall-bodied Bristol LH6L 1253 (VOD 123K), now a resident of North Wales.

AFTER THEY WERE FAMOUS: THE GREAT BRITISH REGENT

The last generation of front-engined double-deckers proved popular with non-PSV operators. Their lower height rendered Bristol Lodekkas the most popular choice, but Leyland Titans and AEC Regents were not overlooked. Here's a small selection of the latter...

RAILWAY DAY OUT

The Gloucestershire & Warwickshire Railway held its annual bus rally this year on Sunday 9 July. STEPHEN WREN was there to enjoy a gloriously sunny day out.

BUSES FESTIVAL 2017

A round up of this year's premiere event, Buses Festival.

BUSES IN THE LANDSCAPE

We feature a Southdown dual-purpose Leyland Leopard.

BEGINNING YOUR RESTORATION

This month ASHLEY BLACKMAN turns his attention to planning your restoration.

RETURN JOURNEY: BOURNEMOUTH TITANS

Holiday time again — this month it's Bournemouth!

A STORY OF SURVIVAL AND REVIVAL

In the first of a two-part feature, ROB HANDFORD tells the story of The Transport Museum, Wythall's 1931 Metro-Cammell-bodied AEC Regent Birmingham No 486 (OV 4486).

COACHING CLASSICS:

WEST OF ENGLAND COACHES IN EARLY NBC DAYS

We take a look at the National Bus Company's early attempts to create a corporate identity.

THE MODEL PAGE

This month NIGEL APPLEFORD focuses on EFE's Volvo/Wright Renown and Endurance models.

OFF ROUTE

A picture which maybe sums up the joys of bus preservation, a crafty trick with tram postcards and a deeply atmospheric image from the North-East are all part of NICK LARKIN's crop of goodies this month.

BUSMART

B&CP's comprehensive advertising section, where you can buy or sell any bus-related item.

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NX Historic Society, Yardley Wood Bus Club
& Transport Museum Wythall

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Stall Entries - Peter Turland, turland@btinternet.com

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197 Top Of Beachy Head

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HC-14 CHAUSSON APH47—FRANCE 1951

HC-15 CITREON T23RU—FRANCE 1947

HC-16 DORSEL FIN AEC REGAL—UK 1950

HC-17 ISOBLOC 648DP—FRANCE 1955

HC-19 RENAULT AGP85—FRANCE 1938

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3 Sept Leicester Bus Rally
10 Sept Birmingham Bus
Bash, Cannon Hill Park
17 Sept SHOWBUS
Donington Park

24 Sept Potteries Connection
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Rallies, societies and other things

Thanks to all of you who responded to our appeal for updated information for what has now become our annual guide to preservation groups and enthusiasts' groups. You may recall that we used to publish this information under the heading 'Societies' in the Busmart section of the magazine on an 'as and when' space was available. The latest information we have is contained within the guide which is published free in this issue as a pullout. Please check your entry and let us have any amendments before 1 August 2018. Please send them to busandcoachpreservation@gmail.com.

We were pleased to see so many of you at the 'Buses Festival' at Gaydon, a week or so ago. This event has become one of the top events on the calendar in the space of just four years and it looks set to grow even further.

In just a couple of weeks, we're all off to another major event, Showbus which last year moved to Donington Park, following a disastrous return to Woburn in 2015. The move to Donington was a good one, as it almost certainly saved Showbus. We are told that this year the event will build on last year's success, so once again we look forward to meeting readers. We're short of secondhand books and quality slides of buses in service (not rallies), and Showbus offers a good opportunity for you to bring your unwanted items (books and slides only please) for us to have a look at. We hope that we pay the best prices — so try us first!

There are plenty of other events coming up this Autumn (see our attendance list elsewhere in this issue) so if you can't make Showbus, come and see us at one of those.

Our New Year event in Coventry is set to take place again this year at Coventry Rugby Club. There is space for both more buses and more trade stands, although both are limited, so it would be a good idea to download an application form for either from our website. Or give us a call and we'll pop one in the post.

And finally we've received an urgent request from Terry Wilkins, who lives in Norfolk. Writes Terry: 'I'm trying to track down a company to look at moving a handful of vehicles that I own from one yard to another. Their all in a vandalised state and would therefore need low-loading to the new area of storage.'

'I've tried 15 companies in Norfolk and half of them have already said: "Sorry we can't take on the job as they would all need to be winched/dragged on and off".'

'Also, I've got a deadline to meet and would really appreciate if you could let me know please of any low-loader/breakdown companies that might be able to help me please. I'm also, currently, trying bus/coach companies, museums and collections in and around the area as well as Suffolk and Cambridgeshire companies — as they border Norfolk and they are back-ups if none in Norfolk are prepared to help me.'

If you can help in any way, Terry's email address is wilkinsonbus@hotmail.com.



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1926 AEC Renown now to be sold

Following our item regarding 1926 AEC Renown VA 5777, a member of the Earl of Plymouth's family has confirmed that they wish to sell the bus. Interested parties

should contact Earl of Plymouth Estates Ltd, Estate Office, Bromfield, Ludlow, Shropshire. SY8 2JP Tel: 01584 856239. E-mail: info@earlofplymouthestates.co.uk



Rare Karrier for sale

A rare Plaxton Embassy-bodied Karrier BFD3023 362 ALU, new to Kingsland, London SE5 in October 1960, and later with Alan Goodwin of Manchester, is for sale following a ground-up restoration by Kenny and Ray Walsh, having lain at Lawton's yard for some 33 years. The brothers completed the restoration in 15 months, the coach making its debut at the 2016 Trans-Lancs Transport Show. Report: JOHN WAKEFIELD Picture: RAY WALSH



EFE rebrand and revival

Bachmann is to launch a new packaging design for its Exclusive First Editions 1:76 scale range of road vehicles following acquisition of the brand in October 2016.

The new packaging will incorporate a 1960s era map of the Hinckley area (Bachmann being based in Leicestershire) together with a change to the background colour of the EFE logo; the box colour will be mainly blue. Bachmann has confirmed its strategy for the business and will release one new die-cast bus or lorry model each month, whilst also examining revisions of the existing tooling and considering new tooling for the future.

Imminent releases include AYG 941H, (ref: E38120), a Series 1 Bristol VRT in British Rail Engineering and Training livery; (ref: E16540) a Ribble Leyland Atlantean/MCW in deep red with cream band and lower-case fleetnames and a twin-pack of LT-liveried Leyland Titans (catalogue ref: E99938) to commemorate the 1983 Aldenham Works open day. Recently released were the Leyland RTL in Barton livery: 1089, (OLD 790) and a Leyland PD1 in East Kent livery: CJG 965. More details at www.bachmann.co.uk

Picture: NIGEL APPLEFORD

COLLECTION



Rare Duple Britannia in distress

A 1956 AEC Reliance with now rare Duple Britannia body, currently in Amsterdam, is looking for a new owner. New to Gibson, Cockfosters in 1956 as 26 HMD, the coach spent most of its working life (1959-1974) with Woolliscroft t/a Silver Service, Darley Dale before passing to travellers, its last sighting in the UK being at Blackburn in 1989.

In 2007 it was found abandoned in a dockland area of Amsterdam by Dutch bus enthusiast Rik Krielaart. At that time it carried the registration UTD 295H from a Lancashire United Bristol LH6L which was last recorded as a caravan at Sherbourne St John, Hants in 1990.

According to Rik, the Britannia still survives in a hippy squat and it now has to go. If there are no takers it will be scrapped. Anyone interested in repatriating the coach should contact Rik at rik@goodoldhabit.com Report: JOHN WAKEFIELD Picture: FRANS ANGEVAARE



The last words on Great Yarmouth 33

Following August's Model Page and Chris Hopkins' subsequent letter, Maurice Doggett has written from Purley with a more detailed history of Great Yarmouth 33.

According to Maurice, Great Yarmouth did not operate any former London Transport RTs. 'I was surprised when EFE produced the two models of an open-top RT in Great Yarmouth livery, the corporation never having purchased any new open-top buses', he says.

AEC Regent No 33 (EX 3472) was the

second of a batch of seven similar vehicles with English Electric bodies purchased in 1934, being first licenced on 1 July. The entire batch was loaned to Coventry in July 1940 with No 33 being returned to its hometown in July 1944 and subsequently sent to AEC for chassis overhaul. Between January and May 1948, the body was overhauled by Herbert E. Taylor & Co Ltd (better known as Eaton Coachworks) of Cringleford, near Norwich.

No 33 became the first permanent

withdrawal of the batch in October 1950. Placed in storage, it was decided, two years later, to convert it to open-top. It re-emerged in May 1953 in its new form in cream livery and was immediately decorated to celebrate the Queen's Coronation. It continued in service until 1960 when it was sold to Hales (dealer) of Beccles for scrap, and in the meantime it was renumbered to 39 in May 1957 and again to 40 in 1958 to make way for the delivery of new vehicles. Pictures: MAURICE DOGGETT



BTS Buys Sandtoft Property

The British Trolleybus Society (BTS) purchased 'Burntwood', a bungalow in a one-acre plot immediately adjacent to the Trolleybus Museum at Sandtoft on 2 June this year. This was enabled through the late Beryl Dare's substantial legacy (Beryl was the widow of the late Mike Dare who founded the BTS, then the Reading Transport Society, in 1961 and the Trolleybus Museum at Sandtoft in 1969), a significant donation from an anonymous BTS member, contributions from other BTS members and a cash injection from the Sandtoft Transport Centre Ltd (STCL).

The BTS has long sought the purchase of land adjacent or close to the Trolleybus Museum where a depot could be built to securely house its own trolleybus fleet; the recent acquisition brings to fruition the first phase of a plan endorsed by the BTS membership in late-2012.

Said BTS Chairman Dave Chick: 'After years of delays and disappointments, we have reached the exciting stage of being able to plan how best to use the new premises.'

'The priority for the BTS is to build a depot that can house its vehicle collection

so that it can cease paying ongoing storage costs. The Society will be working closely with the STCL Board to plan the overall development of what is to be an enlarged museum that includes the depot as well as other enhancements.'

Visitors to this year's Sandtoft Gathering could access part of the new grounds for the first time as the rear paddock was used for a static display of trolleybuses and motor buses extracted from the Museum's depot to provide covered space for visiting sales stands. Report and picture: DAVID JUKES



Former Delaine Olympians pass from Dews to Andrews

Two Volvo Olympians new to Delaine of Bourne in 1985 as M2 OCT and N3 OCT, later passing to Dews Coaches of Somersham in July 2011 for its school bus fleet, moved to Andrews Coaches of Foxton in July 2017 where they will continue life on school contracts following a repaint.

N3 OCT was seen at sister company Milken of Littleport after receiving a repaint on 30th July. The 'cherished' original registrations have been retained by Dews, and the buses at the time of writing were waiting for replacement registration numbers from the DVLA. Delaine still retains M1 OCT in its heritage fleet. Report: JOHN WAKEFIELD
Picture: ANDREW MILLER



'Italian Job' VAL

Rare Willowbrook-bodied Bedford VAL70 FYG 663J new to Wigmore of Dinnington in 1970, and later in service with Abbey Coachways is being restored as an Italian Job lookalike by classic car enthusiast Anthony Barrett of Willenhall.

Mr Barrett, who specialises in restoring vintage cars, acquired the VAL from a landowner at Shobdon, Herefordshire who took possession of the VAL when it was left on property that he had purchased.

It had previously been owned by well-known preservationist Russell Price.

When asked about why such a rare bus (it's the only Willowbrook-bodied VAL known to survive) should be turned into a car transporter, Mr Barrett said that he would carry out a 'sympathetic' conversion that would enable it to be converted back into a bus at some future date, he also said that the VAL was otherwise in danger of being sent to a breaker should the land owner have not found a buyer. Work had started on the conversion at the start of August. Report and Picture: JOHN WAKEFIELD



Whiteways OB returns to Wales

Bedford OB/Duple Vista LTT 913, new to Sunbeam, Torquay in October 1949 and recently offered for sale by Bart Kearney of Hepworth, Suffolk has been sold to a new owner in Wales.

The OB spent its time between May 1958 and September 1977 with O. R. Williams t/a Whiteways of Waunfawr before entering preservation c1977 with Peter Penfold of Meldreth, Cambs. It has been with Bart Kearney from October 1999 and underwent a full restoration.

The new owner is John Lloyd-Williams of Caernarfon whose father drove for Whiteways. John also owns former Whiteways Bedford SB/Duple Vega DCC 125. Report and picture: JOHN WAKEFIELD



Swansea Bus museum on the move

Moving one heritage bus can sometimes prove difficult, but relocating a museum full of them is about to present a mammoth challenge for one group of South Wales-based road transport enthusiasts.

Swansea Bus Museum is planning to relocate its collection and displays as part of a major development plan and that means a huge logistical task for its small band of regular volunteers.

Before the end of the year the museum will leave the former industrial building in Swansea's SAI Business Park that has been its home for many years and relocate to a modern property in Swansea Enterprise Park.

The move comes as the lease on its current home ends and the museum seeks to expand

its road transport restoration and preservation activities into the future as well as improving facilities for the storage of its unique collection of vehicles and also those for visitors and educational purposes.

Chairman Alan West welcomed the move along with the wide-ranging future opportunities it offers. 'We have an important collection of vehicles at Swansea Bus Museum and the move will allow us to extend this as well as creating a more welcoming environment for visitors who are very important to our survival.

'There is no doubt the transfer of our collection will present an array of problems particularly with vehicles awaiting restoration and heavy or bulky parts in our stores. The

logistics are a nightmare and we are hoping that our predicament will attract some favourable support from at least one of our local haulage companies.

'Interest in the museum is on the increase both with volunteers and visitors. Shortly we will be welcoming a party of transport enthusiasts from Ireland keen to view our collection and others are set to follow. Members want the museum to grow and provide an additional point of interest for visitors to the city. The move is a mammoth task, but one we are confident we can achieve within the timescale,' he said.

The museum houses an array of passenger transport vehicles. Among them are a number of rarities such as the oldest surviving AEC Regent V and

the world's only surviving AEC Regent V single-deck vehicle, built to tackle low bridges in Llanelli's New Dock area.

The museum is planning to complete the move in the run up to Christmas, but in the meantime is organising a farewell running day at its current site at SAI Business Park, Langdon Road, East, Swansea, SA1 8PB, on Sunday October 29 between 10.00 and 16.00.

For details contact David Roberts, SBM Secretary on: 01792 732832.



Rapido UK confirms first UK 1:76 Model

As anticipated, Rapido has unveiled its Birmingham Corporation Transport Guy Arab IV with Metro-Cammell body as its first foray into 1:76 scale UK model buses.

The model chosen is one of 200 buses delivered to BCT between 1952 and 1954 Nos 2901-3000/3-102. (JOJ 901-999, LOG 300 and MOF 3-102. These buses featured one-piece body construction, a Gardner 6LW engine and seating for 55. I am reliably advised that this is not exactly the same prototype as the existing model produced by Forward Models.

Rapido claims a radically different approach to British bus models. Its model is based on a 3D scan of 2976 (JOJ 976) which is housed at the Transport Museum, Wythall. They say that this will ensure that all of the proportions match precisely those on the real bus, especially the complex curves of the front and rear domes and the 'new look' bonnet itself.

Tooling and production progress will be updated on the Rapido website, Facebook page, YouTube channel and Twitter. Once a pre-production model has been approved, then an order deadline will be announced and purchasers will need to reserve models by this deadline to guarantee delivery which is scheduled for summer/autumn 2018.

The model is to feature: 100% accurate proportions; injection moulded plastic and metal construction, all body weld lines,

extrusions and rivets accurately rendered, full multi-coloured interior with no large post blocking aisles, separate metal handrails and rear platform grab pole with etched metal interior grab poles, steerable front wheels and flush-fitting windows, accurate and an even paint finish which does not obscure detail.

Deluxe versions will feature working headlamps, interior lighting and illuminated blind displays (these will

require a 12v 500mA DC power supply which is not included).

There are eight releases scheduled in BCT colours, three in West Midlands PTE colours plus an undecorated kit. Prices are £39.95 for a standard version and £49.95 for the deluxe version. We understand that these will be 'limited editions' subject to the number ordered by purchasers in advance. Details at www.RapidoUK.com Picture: NIGEL APPLEFORD



Bristol VRT returns to service

On Sunday 2 July, Cardiff Bus invited Cardiff Transport Preservation Group members to a special tour of its Sloper Road depot and presentation event as part of the Group's 25th Anniversary.

As the name of the preservation group suggests Cardiff and its buses have a strong following amongst many members of CTPG. A presentation by Gareth Stevens, Commercial Manager at Cardiff Bus highlighted the many and varied vehicles operated during its history. Public transport in Cardiff started in 1845 with horse buses but it was the 1901 trams and later in 1942 the trolleybuses which provided the basis for a strong council run urban public transport network in the early years. At first the tram network was supplemented by motorbuses in 1907 to replacing all electric traction by 1970 and then followed the expansion times after deregulation. In recent years quality and customer facing facilities has been perhaps become as important as the vehicle. It's not just a bus that has to be reliable; it has to have electronics in abundance from eco-friendly engine monitoring and CCTV to next stop announcements, whilst this summer contactless-payment is being trailed.

On Friday 14 July 2017, preserved Bristol VRT open topper, Cardiff 360 (WTG 360T), was back in service with Cardiff Bus in newly applied Cardiff Corporation Tramways livery. The 38-year-old bus was acquired in late-2013 by the Cardiff Transport Preservation Group in a pseudo-Bournemouth livery of chrome yellow with red stripes.

Built with a convertible

Alexander body, the bus was new to City of Cardiff in 1979; it arrived in the operator's then orange with white band livery. Earlier in 1976 Cardiff had started its summer City Tour routes with open-top rear-platform buses. As more tour routes were added, more open tops were required, so convertible Bristol VRTs Cardiff 359/60 and Daimler Fleetline 485 (as 85) were repainted in Cardiff Corporation Tramways livery of crimson lake and cream to make them stand out and to mark the passing of 80 years since the start of electric trams in the city.

CTPG chairman Mike Taylor said: 'We are delighted with the special arrangement we have made with Cardiff Bus. As everyone knows our aims are to promote interest in transport preservation throughout South East Wales and this project allows us to promote our activities to a whole new group of people.'

'Restoring buses includes putting them back in authentic liveries. Cardiff 360 has not been in a Cardiff livery since it was withdrawn from the city services in 1999. We have had many requests from members to make No 360



look like a heritage bus, so we asked Cardiff Bus if it could find a way to help. Cardiff Bus wanted to do something different.

'We advised paint codes and the livery and graphics style, whilst Cardiff bus undertook the painting including some beading and panel replacement, plus the retrimming of the upstairs seats.'

'In September, we will have 360 back in our care in a genuine livery. I would like to thank the team at Cardiff Bus especially Gareth Stevens (commercial manager), Mike Lang, (senior workshop manager), Peter Vinnard (painter) and Steve Free (bodywork) and of course the directors willing to approve the scheme!

Bus No 360 is a strange amalgam of old and new — 1902 tramway livery on a 1970s bus. It is perhaps unique in the preservation world to see it again in service where passengers board and tickets are issued on the latest electronic equipment accepting contactless payment!

The next key event for CTPG will be hosting the Merthyr Tydfil Festival of Transport on Sunday 10 September 2017.

Our pictures show Mike Taylor (left) with Cardiff Bus staff with No 360 and CTPG members visiting Cardiff Bus Sloper Road depot on 2 July with Cardiff 434, a preserved open top 1964 Guy Arab V with Neepsend body. Report: TUDOR THOMAS, Picture: STEPHEN WREN



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Newly restored Weymann-bodied Bristol G, Eastern Counties HLG4 (VG 5541), ready to make its way to Cobbolds Point once again.



A Sale SURVIVOR **PART 2**

In the second part of this two-part feature SIMON GILL looks at the restoration of Bristol GJW, Eastern Counties HLG4 (VG 5541), the oldest surviving Bristol double-decker and the only remaining Bristol G type.

Last month we looked at the history and acquisition from an operator in Tahoe City, California, USA, and its subsequent repatriation to the UK by Roger Burdett, of former Eastern Counties HLG4, a Bristol GJW with Weymann open-top bodywork. Its subsequent restoration was challenging at times, but by the time you read this it should be back on the road.

SEPARATION

After arrival in Staffordshire a thorough inspection was undertaken. The original plan was to run VG 5541 as it was but, as is so often the case, following removal of a few panels its poor condition was revealed. Major restoration was required, especially around the cab area which had dropped about 1½in, so Roger asked Andy Russon to start work.

The first task was to remove the remaining panels which exposed even more rotten wood in the frame. The American style direction indicators were removed as these would be replaced later with ones more suitable for use in the UK.

To make restoration easier the top-deck was separated from the lower.

With the top deck carefully braced and suspended from the roof of the shed, work concentrated on the lower-deck framework. Over £2,000 was spent just on wood which consisted mostly of ash together with some iroko. The body cross members were in good condition so these provided a solid base for the framework with experienced carpenter George Lee providing Andy with valuable assistance. The lower-deck framing took several years to complete as work was interspersed with other projects. The cab area alone was particularly complex due to its multiple shapes with 27 separate pieces of timber needed. The front lower-saloon bulkhead was in good condition so this was retained.

Oak floorboards were fitted to the



platform, and although oak treads were initially cut out for fitting these were replaced with aluminium treads. The rear bulkhead was then reinstated including the original used ticket box. The staircase was built offsite in two sections by John Arnold who also repaired the two rear wheel arches.

Despite the problem at Jacksonville docks when the Gardner 5LW engine partially seized due to being run dry, it had suffered very little damage. The top of the engine was stripped down and two new pistons fitted prior to a good service. The gearbox and brakes were overhauled and all fluids changed prior to new tyres being fitted.

As a rolling chassis, and with lower-deck framework completed, attention turned to remarrying the two decks. The lower-deck was rolled into position and the top-deck, which had not been touched for several years, was carefully lowered into position and the two parts bolted

together with brackets. After all the time spent on the lower-deck you would be forgiven for thinking completion was just around the corner. Wrong! More major work was only just beginning.

TIME CONSUMING

Following repairs to the upper-deck framework the floor was replaced using double-layered tongue and groove wood. Both decks were then covered with new lino and aluminium floor treads fitted where required, needing thousands of holes being drilled, countersunk and screwed. Interior wooden mouldings were then made, stained and varnished using the originals as patterns.

Says Roger: 'The condition of the upper-deck seats was amazing. Although they were over 60 years old and had been exposed to all kinds of weather, they

were restored relatively easily. The timber slats were stripped, cleaned, stained and varnished to make them as good as new'.

The lower-saloon seats were reupholstered in original moquette kindly supplied by Mike Walker. With the exception of the windscreen, new glass has been fitted throughout the lower-saloon using new window rubber. Original rear-view mirrors have also been reinstated.

Just when it seemed the end was in sight a problem occurred. The original top-deck handrail all around the bus had been secured to the framework before the inner and outer panels were fitted. This had only just been completed when the chrome on the stanchions supporting the handrail started to peel off. At this late stage it was too big a job to strip off all the panels, so the stanchions were painted silver and you can hardly tell the difference.

Top left: **Lower-deck rear bulkhead, including the original used ticket box, under rebuild in November 2007. The oak floor with some oak treads is in place on the platform. The treads were subsequently replaced.** Pictures: SIMON GILL

Top right: **By July 2012 the lower-deck had been repositioned under the top-deck which is shown suspended from the roof of the shed with bracing attached to prevent it from collapsing.**

Right: **Further progress on the cab and front bulkhead with test fitting of the original bonnet in November 2012.**

Far right: **Close up of the two decks as preparations start to build the top deck floor in November 2012.**





Left: On the vehicle lifts in November 2014 with new panels etch-primed and nearside front wing about to be fitted.

Below: Rear platform and stairs repainted and new aluminium treads fitted in January 2016.



All electrical circuits were completely rewired including bells with bell pushes in original positions. As a safety measure rear lights include directional indicators under the rear window, which are designed to look similar to the stop lights so they do not look out of place.

FINISHING TOUCHES

Interior brush painting was carried out by Andy and Dave Russon and, with the kind assistance of Martyn Hearson of Reliance Bus Works, HLG4 was driven on trade plates to Salts, Stoke-on-Trent in March 2017 for exterior spray-painting.

With a plain cream finish sign writing of the between-decks panel was important and, after some debate and studying old photographs, this was undertaken by Steven Evans to include some lettering in gold leaf. He also added the Eastern Counties fleetname and fleetnumbers.

Clockwise from centre left:
After refitting the top-deck handrail stanchions, the chrome started to peel off so they were stripped and painted silver.

Steven Evans at work.

The driver's cab showing minimal instruments — just a vacuum gauge. No speedometer ever appears to have been fitted. With a top speed of only 28 mph, perhaps you don't need one!

The splendid seats on the top-deck each have a sign stating 'WARNING DO NOT STAND WHILE THE BUS IS IN MOTION'.

Opposite page: **HLG4 was converted to open-top for use on the 248 Sea Front Service between Felixstowe dock and Cobbolds Point, the bus having blinds only for this service. Note the valance between the front and rear wheels, neatly trimmed with aluminium beading.**

Rear offside of HLG4 shows the clean lines and splendid signwriting.





When HLG4 was exported in 1962, the registration number was surrendered, so following a visit to Norfolk Record Office, which verified the original registration, Roger was able to apply to the DVLA. This was confirmed in August and the bus is now licensed for the road.

It has been a complicated but thorough restoration, and although it has been a 17-year toil, this has not been continuous due to work on other projects. Roger plans to take the bus back to Felixstowe for the road run in 2018, but with a top speed of 28mph, it will be a slow journey!

Our thanks to Roger Burdett and Andy Russon for their help with this feature. Finally, can you spot an unusual characteristic on HLG4? There is no outside door handle on the drivers cab door. The driver has to slide the window open and open the door from the inside!



This month's round up of older buses and coaches in the UK and abroad is presented by DAVID JUKES.



DERBY RETURN

Prototype AEC Routemaster RM2 (SLT 57) returned to route 406 (Kingston to Epsom) for the first time in nearly 60 years on 18 June, the opportunity being taken to extend one of its trips to Tattenham Corner in the company of RT4779 (OLD 566), a 1954 Weymann-bodied AEC Regent III 096IRT. Pictures: MARK LYONS





CLASSIC EASTBOURNE

Country Bus Rallies in association with Eastbourne Classic Bus presented this year's Eastbourne Bus Running Day on 2 July. In operation were several historical vehicles, some of which are illustrated here. Seen shortly after departing from the Top of Beachy Head terminus is former Southdown 617 (UWV 617S), a 1978 convertible open-top Bristol VRT/SL3 restored to the post-National Bus Company Southdown West Sussex Division green and primrose livery. Heading along King Edward's Parade towards the Meads is Eastbourne 72 (BJK 672D), a 1966 East Lancs-bodied Leyland Titan PD2A/30. Heading in the opposite direction at the same location is Eastbourne 12 (JK 8418), a 1939 all-Leyland Lion LT9. Pictures: DAVID JUKES





WELSH OPEN-TOPS

(1/2) Former City of Cardiff 360 (WTG 360T), a 1979 convertible open-top Alexander AL-bodied Bristol VRT/SL3, is loaned to Cardiff Bus from the Cardiff Transport Preservation Group collection for the summer. The bus has been repainted by the Group in Cardiff Tramways livery previously carried by this bus and sister 359 (WTG 359T) from 1983 to 1986, and is being used by Cardiff Bus on July and August weekends to work additional short journeys on the 'Baycar' route 6 between the city centre and Cardiff Bay. It is seen in both photographs outside the Cardiff Bay Millennium Centre on 15 July. (3) Former Bristol Omnibus 7900 (841 SHW), a 1964 Bristol FLF new in roofed form as its C7148, is currently part of David Hoare's Chepstow Classic Buses fleet. It is seen at Porthcawl on 29 July where the bus was operating a shuttle service to a Seniors' Open Competition at the Royal Porthcawl Golf Club. Pictures: TOM GRAHAM (1/2) / NEIL TAYLOR (3)



BEAR CROSS TITAN

For three summer Sundays (30 July, 13/27 August), the Bear Cross Bus Company of Blandford Forum is operating its former Bournemouth Corporation No 247 (KEL 133), a 1950 Weymann-bodied Leyland PD2/3, on route 11 from Bournemouth Travel Interchange to Hengistbury Head, via Bournemouth Pier/Bournemouth International Centre and Boscombe Pier. Four return journeys operate each day; KEL 133 is seen here departing the Bournemouth Pier/Bournemouth International Centre bus stop with the very first journey on 30 July. Picture: GRAHAM HARRIS



MYALLS' VENTURE

Myall's of Bassingbourn FJE 982D, a 1966 Duple Bella Venture-bodied Bedford VAM5, is seen at Linton, Cambridgeshire, on 9 July while heading to Haverhill for the HCVS Rally. The VAM has spent its entire life in West Cambridgeshire as it was new to Loates of Bassingbourn in November 1966 before going to Blue Cream Coaches of Ashwell by 1969 and Gentle, also of Ashwell, in the late 1970s. C. G. Myall acquired it in May 1981 and ran it until the late-1980s when it was withdrawn and laid up in the yard. It was decided in 1993 to have the coach restored by D B Coachworks of Sawston, but when this company went into liquidation in 1998, with work far from complete, the coach was taken back and restored by John Myall with work completed in July 2002. FJE 982D is maintained to Class 6 as a full-PCV and sees occasional use on private hire work. It is one of only two restored Bella Venture-bodied VAMs, although there are currently two other unrestored survivors. Picture: JOHN WAKEFIELD



SOUTHDOWN'S VRTs

Rescued, Restored and Driven

The news that four Southdown Bristol VRTs have been saved following a narrow escape from the scrapyards has prompted NICK LARKIN to compile an update of these and other examples in preservation.

Here are tales of nail-biting narrow escape, restoration and proudly taking to the road. Indeed all bus preservation life appears to be here.

Although Southdown's Leyland PD3/4s and PD3/5s will forever be immortalised as the much-missed Sussex operator's most loved double-decker, the Bristol VRT would serve the company and its successors from 1969 until the final Brighton & Hove examples were retired with some fanfare during April 2000.

Southdown had more variants of the ECW-bodied VRT in more liveries than

any other operator, including single- and dual-door flat-screen examples, convertible open-toppers and buses with Leyland engines.

They operated in every livery from Brighton, Hove & District's red and cream through Southdown apple green and cream and NBC leaf green to multi-orange Mile Oak Shuttle identity, not forgetting Stagecoach stripes.

Four examples have just narrowly avoided the cutting torch, and another restored to the highest of standards, but before we tell their tales, here is a brief history.

SOUTHDOWN'S VRTs

Southdown's first rear-engined double-deckers were a batch of ten Bristol VRTs (OCD 763-72G), which arrived wearing Brighton, Hove & District colours with fleetnumbers 2093-102.

These would be followed in 1970 by apple green and cream-liveried 500-9 (SCD 500-5H, TCD 506-9J) and in 1971 510-26 (UUF 110-8J, WCD 519-26K).

The next year saw 15 dual-door flat-screen VRTs join the fleet, initially for service in the Brighton area. They were numbered 527-41 (WUF 527-41K), the last being the final vehicle to be delivered in traditional Southdown livery.



KNOWN SOUTHDOWN VRT SURVIVORS

Identity	Status	Location	Identity	Status	Location
2093 (OCD 768G)	Unknown	Gray Line	618 (UWV 618S)	Party bus	USA
2098 (OCD 773G)	Preserved	C. Pearce C. English	619 (UWV 619S)	Unknown	Spain
2101 (OCD 776G)	Mobile store	R. Reaville	620 (UWV 620S)	Unknown	Spain
510 (UUF 510J)	Preserved	J. Raynor	622 (UWV 622S)	PCV	E. W. & J. A. Jones
516 (UUF 516J)	Preserved	N. Stanbridge C. Pearce C. English	623 (UWV 623S)	PCV	Mortons Travel
569 (GNJ 569N)	Party bus	New Zealand	625 (UFG 625S)	Preserved	R. Lane
570 (GNJ 570N)	Preserved	A. Edwards A. Tilley	638 (XAP 638S)	PCV	Dark Star Brewing
573 (GNJ 573N)	Preserved	D. Mulpeter	642 (XAP 642S)	Preserved	N. Markwick
583 (GNJ 583N)	Preserved	J. Raynor	648 (AAP 648T)	Preserved	D. Mulpeter
586 (PUF 586R)	Classroom	Unknown	651 (AAP 651T)	Preserved	D. Tasker D. Grimstone
592 (SNJ 592R)	Promotional	Netherlands	684 (EAP 984T)	Promotional	Isle of Wight
593 (SNJ 593R)	PCV	Spain	688 (EAP 984T)	Unknown	USA
596 (TNJ 596S)	Non PCV	J. Mee	689 (EAP 984T)	Unknown	USA
603 (TPN 103S)	Preserved	603 Preservation Group	699 (EAP 984T)	PCV	USA
605 (UWV 605S)	PCV	Canada	251 (JWV 251W)	Unknown	Tree Lopper
607 (UWV 607S)	PCV	D. I. Hoare	264 (JWV 264W)	Promotional	USA
608 (UWV 608S)	PCV	California	266 (JWV 266W)	Preserved	Carl English
609 (UWV 609S)	PCV	Egypt	269 (JWV 269W)	Unknown	Lancaster Leisure Ltd
610 (UWV 610S)	Unknown	Spain	270 (JWV 270W)	Café	Ukraine
611 (UWV 611S)	Preserved	Fife	271 (JWV 271W)	Unknown	Spain
612 (UWV 612S)	PCV	Netherlands	272 (JWV 272W)	Preserved	P. & P. Skinner
613 (UWV 613S)	Promotional	Spain	273 (JWV 273W)	Preserved	M. & R. Aldous
614 (UWV 614S)	PCV	Dart Pleasure Craft Ltd	275 (JWV 275W)	Preserved	S. Holman
615 (UWV 615S)	PCV	D. Mulpeter	276 (JWV 976W)	Preserved	Unknown
617 (UWV 617S)	Preserved	D. Grimstone D. Tasker			

Table Courtesy CARL ENGLISH

In 1973 it was back to single-doors and hello to curved windscreens for the next batch of vehicles: 550-63 (NCD 550-63M), the year in which eight 1968 VRTs, Nos 542-9 (LFS 282/8/9/96-300F) arrived from Scottish Omnibuses in exchange for former BH&D Bristol FLFs.

New in 1974 were Nos 560-3 (NCD 560-3M) with 1974/5 deliveries comprising Nos 564-77 (GNJ 564-77N), followed by Series 3 examples 578-603 (GNJ 578-83N, SNJ 584R, PUF 585-9R, SNJ 590-3R, TNJ 994-9S and TPN 100-3S).

Further 1977 deliveries comprised dual-door Nos 624-33S (UFG 634-63S), whilst delivery began of 20 convertible examples — Nos 604-23 (UWV 604-2) Delivered in 1978 were Nos 634-45 (XAP 634-45S), with 646-52 (AAP 646-52T) following on in 1979, the year in which dual-door examples Nos 653-72 (AAP 653-72T) were taken into stock.

Delivered in 1979/80 were 673-99 (EAP 973-99V, whilst the final VRTs bought new (in 1981) were 250-76 (JWV 250-275W, JWV 976W), the last 11 having Leyland engines. Further secondhand buses would push the total number of VRTs operated towards 250.

THE RESCUES

Four Southdown Bristol VRTs have just been saved following a last minute escape from the scrapyards.

The vehicles had been preserved together on a farm in Sussex for some 15 years with no one having paid rent for them for the last five. The farm owner went to court, and was awarded custody of the buses, which he intended to scrap.

By a stroke of luck, Chris Pearce of the Southdown Historic Vehicle Trust had hired a Southdown PD3 to the farmer's family for a wedding.

'I received a phone call saying I could buy the buses, but they had to be removed within two weeks,' Chris recalled. 'The farmer had been very patient over the years but you could understand why he'd had enough. These were four important

Southdown vehicles, though all are major projects as they had been left outside for five years.'

No 2098 (OCD 768G)

This 1969 Bristol VRT/SL6G was ordered by Brighton, Hove & District before its absorption by Southdown, No 2098 was delivered in BH&D red and cream and was allocated to Conway Street, being transferred to Portsmouth in 1972 and with the other nine buses in the batch repainted in traditional Southdown green and cream, being spared NBC green until 1976.

Transferred back to Brighton in November 1977, the bus would spend much of its time as a spare vehicle, and was loaned to South Wales Transport, and later Devon General during 1983.

No 2098 was later transferred to the 'new' Brighton & Hove as a withdrawn vehicle and sold to Ensign in 1986.

The following year it began a new career as the Hammersmith Book Bus with the local council before becoming the Jesus Mobile Church/youth bus in 1995. It passed into preservation, initially with Clive Wilkin, in 1999.

Opposite: **Rescued: Flat screen Bristol VRT No 2093 (OCD 768G) which was delivered new in Brighton, Hove & District livery keeps company with 1978-built VRT/SL3 No 648 (AAP 648T).** NICK LARKIN



Above: **No 2093 at Lewes bus station in NBC days.** PAUL GAINSBURY



No 537 (WUF 573K)

New for Brighton services in July 1972, this VRT was transferred to Bristol Omnibus in January 1982, passing to Badgerline in 1986 and then dealer Martin of Middlewich in July of that year.

The VRT then began a new career with Riddlers of Arbroath, staying there until April 1992 before passing to Stirling of Arbroath for use as a berry picker's bus. It was bought for preservation by Mark Terrill in 2000.

No 573 (GNJ 573N)

A 1974 Bristol VRT/SL2 new in December 1974, this bus passed to Brighton & Hove in 1986, and three years later to Crosville Wales before moving to Eagles & Crawford of Mold. No 573 then passed via dealer Wealden of Five Oak Green to Nu-Venture of Aylesford, Kent in August 1994, remaining with this operator until December 2002.

During this time the vehicle was re-registered IUI 2138 but reverted to its original number when sold to Mark Terrill for preservation.

No 648 (AAP 648T)

1978 Bristol VRT/SL3 No 648 joined the Southdown fleet in December 1978, running from various depots well into the Stagecoach era until being sold to dealer Fleetmaster in June 1997.

The VRT then assumed a new service career with Essex-based Stephenson of Rochford from November 1996 until March 1998 when it was sold to J.T. & K.J. Stoneman, trading as Curian and based at Janpean, near St Austell in Cornwall.



Centre: **Southdown 537 (WUF 573K) is the last surviving dual-door flat-screen Bristol VRT. It awaits attention.**

NICK LARKIN

Above: **No 537's interior needs tidying but retains original spec moquette seats.**

NICK LARKIN

Left: **No 537 in seen in Bristol city centre in Bristol Omnibus days.**

CALVIN CHURCHILL

It still wears this operator's livery 11 years after having been bought for preservation.

SO WHAT HAPPENS NEXT?

Thankfully all the VRTs have found new homes in preservation, No 2098 remaining with Chris Pearce and Carl English, the other three being acquired by Dave Mulpeter of Seaford & District. 'They had to be saved, and this was a one-off opportunity,' he says. The three buses will all eventually go through Seaford & District's workshops and take their place in the operator's heritage fleet.

Meanwhile Dave has added a further VRT to his collection, namely convertible open-top No 615 (UWV 615S) dating from 1978, which later ran for Brighton & Hove, Heddingham & District, Carters of East Bergholt and Village Coaches of Sussex, being sold to Simon Holman for preservation in 2012. 'This is the first on our restoration list. Dave reveals.

VRT RESTORED

A superb addition to the ranks of restored Southdown Bristol VRTs is 1980 originally Leyland-engined example JWV 266W, now owned Carl English, an operations supervisor at Brighton & Hove. 'I had always loved VRs since I used to go on them as a child when we lived in Southwick to visit my grandmother, who lived at Beaconsfield Villas in Brighton,' he explains.

Carl's first foray into preservation involved RM1822, but then JWV 266W was acquired by Chris Pearce from the Hull & Country Bus Preservation Group, which had originally bought the vehicle for spares but later had accommodation problems.

The VRT had run for Stagecoach-owned Sussex Coastline Buses after Southdown, where its engine was replaced with a Gardner, before migrating to Stagecoach Hampshire and then one-time major operator of VRTs in the Andover area, Pike's Coaches, where it was registered IUI 5036. The bus was withdrawn in 2010.

Carl took over ownership of the bus in 2012. 'The VRT urgently needed a home, so I decided to take it on,' he says. The first task was to replace the upstairs left corner of the roof, which 'looked like papier mache'. Both front windows were replaced with original spec items containing hoppers.

The bodywork and chassis were thankfully sound. Carl replaced the side



Above: **Series II Bristol VRT No 573 (GNJ 573N)** is seen at Warren Road, Brighton in **Brighton & Hove livery**. PAUL GAINSBURY



Centre: **No 648 (AAP 648T)** is seen at Cosham heading for Portsmouth in post-deregulation Southdown guise. PAUL GAINSBURY

Above: **No 648** is seen at Havant bus station in Stagecoach livery. CALVIN CHURCHILL



panels, fitting original-spec front sidelight and indicator units.

Lamb's of Rye repainted the bus, whilst Mike Elkin of Elkins Coaches provided the graphics. The interior was renovated as required and the brakes overhauled with the help of the late Dave Jenkins.

The VRT's original registration was reacquired having provided evidence from Southdown Enthusiasts' Club records.

A cylinder head gasket replacement is currently underway, after which the bus will be back attending rallies.

Above: **No 266 (JWV 266W)** as initially purchased by Carl English. Note Irish registration plate.

Above right: **No 266** in primer at a Worthing Bus Rally. Both: CARL ENGLISH

Below: **No 516 — Southdown through and through!** Inset: **No 516's** well laid out cab. Both: NICK LARKIN

DRIVING

Never having piloted a flat screen Bristol VRT before I jumped at the opportunity to try out No 516 (UUF 116J), which is based at the same Sussex location as the other examples in this article.

The full restoration story of this bus appeared in *B&CP*, January 2009, so we won't go too deeply into its history apart from saying that for many years it operated on maintenance duties in the Mersey Tunnel with part of the roof removed. Now fully restored, the bus is owned by members of the Southdown Historic Vehicle Group.

The cab is well laid out with the gearchange, indicator and pedals exactly where you would like them to be. Steering is quite heavy at low speeds, but feels precise and well-weighted. Gearchanges are easy, especially if you follow the advice

to count '1, 2' before changing up.

The bus certainly doesn't wander on the road and acceleration is quite brisk. It even corners well and the ride is free from significant bounce.

THANKS

Many people have helped with this feature and many thanks to them all, not least (in alphabetical order) Calvin Churchill, Gerry Corke, Carl English, Paul Gainsbury, Dave Mulpeter, Chris Pearce, the Southdown Enthusiasts Club and Norman Stanbridge.

NEXT YEAR

The 2018 Worthing Rally will have a VRT theme with 40 years of the dual-door curved-screen convertible Southdown examples being commemorated with all VRTs welcome!



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COMMEMORATING SOUTHDOWN'S NATIONALS

The 40th year of former Southdown Leyland National No 34 (PCD 80R) was commemorated with a special remembrance run on 27 May 2017 with newer sister No 75 (YCD 75T) and Bristol VRT No 617 (UWV 617S). DAVID JUKES reports.

Southdown 34 (PCD 80R), a single-door Leyland National, entered Southdown service four decades ago in January 1977. This event was commemorated with a special remembrance run over routes in Mid and East Sussex, operated by Southdown's Leyland Nationals during the 1970s and 1980s. It was joined for the occasion by 1978 dual-door sister No 75 (YCD 75T) and convertible open-top, Eastern Coach Works-bodied Bristol VRTSL3/6LXB No 617 (UWV 617S), also dating from 1978.

The run took in routes 770 from Brighton to East Grinstead via Burgess Hill and Haywards Heath, 780 from East Grinstead to Uckfield via Nutley, and 728 from Uckfield to Brighton via Ringmer and Lewes.

Our well-planned itinerary allowed plenty of photo-stops on route and at the

various termini — plus a lunch stop at East Grinstead neatly timed to coincide with the arrival of former South Eastern & Chatham Railway H-class 0-4-4T No 263 at the adjacent Bluebell Railway station. We were encouraged and invited to ride each bus in turn, as desired.

Dual-door No 75 in particular recalled past journeys on Portsmouth-allocated sisters during my younger years (I can remember them when new . . .). Single-door Nationals were relatively rare in Southdown's Hampshire area until the 1986 exchange deal with Ribble saw 19 of these exchanged with the same number of Southdown Leyland Atlanteans — the Nationals initially operating on the south coast in poppy red livery until called into paintshops.

The open-top VRT was the least familiar of the three preserved vehicles to the

writer; Portsmouth's sea-front service was operated by the City's Passenger Transport Department and its successors using open-top Leylands, although Southdown did allocate a handful of its convertible VRTs to the area's garages. Nevertheless, No 617 did give me a pleasant, if bracing, ride from Lewes to Brighton as the sun steadfastly refused to appear.

In short, an excellent and most enjoyable day out amongst good company; thanks are due to Paul Llewellyn, Derek Still, David Grimstone, Darren Tasker and Dominic Ryan.

Lewes bus station with YCD 75T, PCD 80R and UWV 617S alongside Compass Bus of Worthing GX13 FSL, an Alexander-Dennis Enviro 200 as all await departure. The bus station building, on the picture's right, is circulated in an anti-clockwise direction with boarding points on both sides. All pictures: DAVID JUKES

SOUTHDOWN'S NBC ERA LEYLAND NATIONALS

Southdown Motor Services acquired 146 new and 37 secondhand Leyland Nationals between 1973 and the company's sale to its management by the National Bus Company in October 1987. One of the secondhand purchases, No 6 (BCD 806L) was re-acquired by the company six years after passing to Maidstone & District in effect an exchange for new automatic gearbox-fitted No 26 (PCD 126M) when a year old.

The new deliveries consisted of 118 Nationals: 66 single-door examples — (Nos 1-36, 89-118 (BCD 801-25L, PCD 126M, PCD 73-82R, AYJ 89-108T, ENJ 909-918V) and 52 with dual-doors — (Nos 37-88 (RUF 37-46R, UFG 47-62S, WYJ 163-71S, YCD 72-88T), and 28 single-door National 2s— Nos 119-38/50-7 (GYJ 919-22V, HFG 923/4V, JWV 125-8W, RUF 429-38X, C450-7 OAP).

The pre-owned examples were all single-doored Nationals: seven from Maidstone & District in 1980/81 — Nos 6, 139-44 (BCD 806L, OKJ 506-8/11M, GKE 501/2L), three ex-Yorkshire Traction examples in 1985 — Nos 145-7 (FHE 402/4, 403L), 19 from Ribble in 1986 — Nos 757/68/70-2/5-84/8-90/8 (UHG 757R, CBV 768/70-2/5-84/8-90/8S), two from Devon General and one from Western National the same year — Nos 160/3, 161 respectively (GTT 394N, SFJ 139R & MOD 822P) and five more from Devon General in 1987 — Nos 162, 153-55, 152 (PTT 89R, VOD 603-5/25S).

Thirty-seven Nationals and ten National 2s were transferred to the Brighton & Hove Bus & Coach Company on 1 January 1986 with the divesting of Southdown's Brighton area operations, hence the apparent duplication of fleetnumbers 52 to 55 by the final acquisitions.

No 34 (PCD 80R)

Southdown 34 is one of a ten-strong batch of single-door Leyland Nationals (Nos 27-36), which entered service during 1977. It remained with Southdown until transferred to South Coast Buses on 4 April 1992, effectively a change of company title upon Southdown's division by the Stagecoach Group. No 34 passed to Hampshire Bus in October 1996 before returning to the East Sussex coast in May 1998.



Above: **YCD 75T** pauses by the **Adur Recreation Ground, Shoreham**, on route from **Worthing to Brighton**

Right: **A view looking rearwards inside YCD 75T** showing its **centre exit** and **NBC-standard tan seating**.



Below: **Ready for the off at Brighton's Old Steine**. **PCD 80R** leads **YCD 75T** and **UWV 617S** as departure time approaches.



Below: **PCD 80R** pauses alongside the sites of **Southdown's former bus station and garage in Perrymount Road, Haywards Heath**.





Left: **Horsted Keynes** is possibly best known as one of the stations on the preserved **Bluebell Railway**. The village centre hosts **PCD 80R** and **YCD 75T**, **UWV 617S** being too tall to fit beneath the railway bridge in the midday sunshine.

Below left: **PCD 80R** is posed alongside the former Southdown garage at **Chelwood Gate**. The site was acquired in September 1928 and its standing area increased in July 1952. The garage closed in 1967 and was sold for other purposes. Planning permission has recently been granted for the building of a small housing development on this site; it is likely the garage building will very soon be demolished.



Above: **PCD 80R** and **YCD 75T** alongside the former Southdown garage building at **Chelwood Gate**.

Left: **Bristol VRT UWV 617S** is very smartly finished in the Southdown **West Sussex Division** livery of apple green and cream with dark green skirt; the latter was not consistently applied across the divisional fleets. It also carries the privatised-Southdown logo, known to many as 'Hissing Sid' after a then-contemporary television cartoon character. It was not uncommon to see the restored traditional Southdown colours alongside **National Bus Company** green during the late-1980s.



Below left: **Route 728** also served **Ringmer**, located on the **B2192** between **Halland** and **Lewes**. Past and current bus routes through the village briefly deviate from the main road to serve **Broyle Lane** in both directions using a loop through residential roads. **YCD 75T** awaits custom at the **Yew Tree Close** stop with **UWV 617S** in close attendance.

Below: **PCD 80R**, **YCD 75T** and **UWV 617S** are shortly to depart **Ringmer** for **Lewes** and **Brighton**, of which the two **Nationals** have much previous experience.





The National remained in the county upon sale to Renown Coaches of Bexhill-on-Sea in January 1999. Its sale to dealer Wealden PSV Sales in July 2002 was followed by spells in private ownership, passing to current owner Paul Llewellyn in September 2010.

Restoration by South East Coachworks of Faversham took place between May 2011 and March 2012; the completed National Bus Company leaf green-liveried bus featuring in *B&CP*, October 2012.

No 75 (YCD 75T)

Southdown 75 is one of 26 dual-door Leyland Nationals which entered service in 1978 (Nos 63-88). It passed to Hastings & District Transport Ltd in October 1991, transferring to South Coast Buses on 4 April 1992 when the Stagecoach Group's Hastings operations were combined with the eastern part of its Southdown subsidiary as a single company.

One month later No 75 was sold to Lister PVS of Bolton, departing on tow to the dealer's yard the following month. December 1992 saw the bus acquired by P&O European Ferries (Dover) Ltd, converted to a 28-seat layout and enter service on Dover dockside duties in its new owner's white and dark blue house livery as its No 10.

The bus remained in Dover, operating for P&O Stena Line between March 1998 and August 2002, and P&O Ferries Ltd until its August 2003 withdrawal. It was acquired for non-PSV duties by P&O Ferries Ltd of Kingston-Upon-Hull that November before sale to the Southdown National Heritage Group of Brighton in June 2008 for preservation.



The Group was joined by Derek Still in 2009, since when personnel changes have resulted in Derek now owning the bus outright as the sole Heritage Group member.

No 75 has its full complement of 44 seats following the acquisition of a complete set of tan vinyl-covered cushions and backs to the National's original specification from a Northampton gentleman. The flooring had also been recovered with a blue-based heavy-duty vinyl in preparation for or during its dockside service — this has been left in place but has been overpainted in dark brown.

The exterior was spray painted during 2011 into the green and cream Southdown livery first applied to No 75 in September 1986. Derek's is currently repainting the interior stanchions black to cover the bright yellow DIPTAC finishes applied during the National's later service years.

No 617 (UWV 617S)

Southdown No 617 is one of 30 convertible open-top Eastern Coach Works-bodied Bristol VRTSL3/6LXBs delivered in 1977/78 — the first ten (Nos 594-603) to dual-door layout and the remainder as single-doored vehicles (Nos 604-23). No 617 entered service in January 1978 and was transferred to Sussex Coastline Buses, effectively the western part of Southdown, on 4 April 1992. It was withdrawn in March 1993 and passed within the Stagecoach Group to Fife Scottish, later operating its St Andrews City Tour.

Chepstow Classic Buses acquired the VRT in 2000 and loaned it to Nostalgia Bus of Mitcham that year and to Glasgow Corporation Transport in 2003/04.

Sunnier climes beckoned in 2004/05 with its operation by Summercourt Travel of Newquay, before non-PSV duties followed when owned by the Routemaster Heritage Society between January 2006 and July 2014.

No 617 was then acquired for preservation by the 617 Preservation Group, since when it has been repainted in Southdown Mid-Sussex green and cream livery.

Above left: **An elevated view of YCD 75T's rear end from the upper-deck of UWV 617S showing the National's distinctive roof-mounted heating pod and a glimpse of radiator fan and belts through the rear grille.**

Above: **PCD 80R joins the A27 at its junction with the A275 to the south-west of Lewes. Next stop Brighton.**

Below: **Our crews for the day: from left to right are Dominic Ryan, Paul Llewellyn, Darren Tasker, Derek Still and David Grimstone.**



LH IN EXILE

In the second of this two-part feature, LEN RICKETTS continues to describe in detail the restoration of his Marshall-bodied Bristol LHS6L 1253 (VOD 123K).

PART 2



Following the sad loss of Mike, brother in law and fellow restorer, I had lost my enthusiasm and was feeling sorry for myself. I had to find space for the extra equipment inherited from Mike that had landed, when my good friend Andrew came to see what I was up to. Andrew has an AEC Matador, a couple of living vans and looks after The Llandudno & Colwyn Bay Tramway Society's tram, dragging it round with the Matador.

'We need to finish this (the LHS) and get it on the road', ordered Andrew. With the loss of Mike and my new knee, I had lost confidence, so Andrew took over. There didn't seem too much left to do, the biggest problem being to sort out the crank and pulley, as they were not in line. Given the fact that in the beginning we had to round up all the engine parts, the crank pulley must have been off another engine. The solution seemed easy to Andy. He took it off, put it on his lathe and

machined it, the hardest job being finding a new oil seal.

MOT PASS

In March 2015 the bus was booked in for a its first MoT — even that did not go down without a big drama. Midnight the night before the stoplights stopped working and had to be re-wired. The following morning we were, like lambs to the slaughter, at the testing station doors awaiting our Class 5 test. Our station of choice is run by Denbighshire County Council. It is just there to help and is 'not for profit' or to catch you out. All of the lads came out to see it and liked what they saw. No problems were found and we came out with a pass!

We then went to the paintshop for one or two jobs to be carried out. The signwriter came and worked his magic and then came the big weekend — its first appearance at the 2015 Llandudno Festival of Transport. Sadly it rained so we

were unable to take part in the road runs.

However, we took it to both Kelsall and Malpass Steam Rallies. On both occasions the clutch was slipping, so that winter's project was sorting the clutch. There was no adjustment on the slave cylinder so off it came. It was sent to Dave Brake at Tamworth for reconditioning. Following its return it was a 'pain' to bleed, but eventually it gave in and we won. What a difference it made — you didn't have to fight the gearbox any more!

The rest of the winter was taken up trying to find window rubber. We found someone able to make it for us, getting the colour right was the hardest bit — you wouldn't think there were so many 'Cornish Creams', but in the end they came up with what we think is about right. AC Plant Glazing came and fitted it for us — once again what a difference!

It was MoT time again, and we were a bit over confident. As the bus hadn't been

Main picture: **Looking resplendent in its new North Wales home is Western National 1253 (VOD 123K), a 1972 Marshall-bodied Bristol LHS6L.** PHILIP LAMB

Right: **No 1253 makes its debut at the 2015 Llandudno Festival of Transport.** LEN RICKETTS



Centre left: **Wedding day — all that's needed is the bride.**

Centre right: **No 1253 arrives at granddaughter Carly's wedding.**

Right: **Mike and Carly 'having a minute' in 1994 during the early days of project.**

Far right: **Carly asked that she and Mike could sit together again on the step at her wedding and that's what she got.**

All: LEN RICKETTS



anywhere, we didn't think it necessary to take the brakes up a notch. After four times on the rollers with the tester jacking the bus up and adjusting them himself, we came out with a pass, which included an 'advisory' relating to a leak on the differential's front oil seal. We were all set for the 2016 Transport Festival, but in the event, bad weather hit us hard, so the bus stayed in the shed, but did subsequently manage to attend the Kelsall and Malpas Steam Rallies.

WEDDING PANIC

It was after Malpas that panic set in. Carly, our eldest granddaughter informed us all that she would be getting married at the end of October and wished to use the bus! I had my card marked: Do not take it out and 'break it!' The outside paintwork just needed touching up and a good polish.

The outside had had all the attention, but the inside had never been cleaned, so we set about scrubbing it out with the help of grandson Dan. That finished, the girls

moved in. My wife, Sandra, the Bride's mum and Dad, Vic and Jim transformed it into the perfect 'Bride's Transport', Both Carly and the bus looked perfect in the late October sunshine we were blessed with on the day. Already traditionally late, I backed the bus into Jim's neighbours' car trying to turn the bus round in a panic. (Power steering was certainly a good invention, but it just came too late for our little bus). There wasn't a lot of damage, just hurt pride.

With the wedding out of the way, we returned to reality. The roof of the shed was leaking, the oil seal on the back axle accelerator slave cylinder needed attention and a there was that dent on the rear offside corner.

November and December were taken up with shed roof repairs, and with Christmas gone, attention turned to the back-axle oil seal. The propshaft also needed attention, so first we took it to Firlow Propshaft Repairs at Holmes Chapel, where we were told that it was 'past it' and, due to the difficulties in obtaining spares, it would be easier to make a new one. Two hours and £250 later, we were on the way home. With the propshaft and its new oil seals fitted, attention turned to the accelerator slave cylinder. New rubbers were then sourced and fitted. Once again the system was a pain to bleed, but eventually, as with the clutch, we beat it!

MOT PROBLEMS

All this brings us to MoT time and the Transport Festival again. The bus hadn't done a lot over the previous 12 months,

but after last year we made sure that the brakes were adjusted up as much as we dare. The tester, having once again jacked the bus up and adjusting the front brakes himself, said: 'Sorry, you are allowed 30% tolerance between the two sides; the front offside is 31% down on the nearside, so the computer says fail'.

Andrew once again came to the rescue. All of the linings had been new, so having removed the front hubs, we discovered that only the top of the lining had been touching the drum, so Andrew sandpapered the lining down so that more of them touched the drum. A return visit to the testing station during Easter week secured a pass. A body repair lad then came to sort out the dent in the rear, so we were on course once again.

Following two years of bad weather, the ground conditions for the 2017 Llandudno Festival of Transport were very good, allowing us to go out on the evening road runs. We had even managed to find the final touch — a Penzance blind, which we fitted on the Saturday afternoon, just before we all set off for the Conwy run. As

a result of the work carried out over the previous two winters, the LHS proved a pleasure to drive.

CONCLUSION

So that's the story of the little Cornish bus that came to North Wales to become such an important part of the Ricketts family. Our wish is to take it back to Cornwall one day, but we are also hoping to sort out the seats — being a 7ft 6in-wide bus, there are not a lot of replacements about. The chrome on the handrails of the existing seats is 'shot', it seems that the least we can do for the bus is to complete it.

When we started the project, Mike told us to never leave any dark corners, because they will come back and haunt you. Many a time, we sometimes felt like ignoring his advice, but we didn't and the end result has been well worth it. Thanks Mike.

Inset, left to right: **Cab detail; Interior is tidy but requires further work; Rear end detail.**

Below: **The rear end of the Marshall body is made up from the same parts as the front.** All: PHILIP LAMB





Nottingham Heritage Vehicles Charity

Free Open Day

Sun 1st October 2017

FREE Bus rides around the local area



The Heritage Bus Depot. Portland Road, Hucknall, Notts NG15 7SF 10am - 4pm

Soak up a little transport nostalgia, learn about our aims, and maybe even enlist as a new volunteer. We are working towards developing a centre for restoration excellence in Nottinghamshire, whilst continuing to operate the depot as a working heritage bus garage. Volunteers are gradually restoring the fabric of the art deco bus garage, whilst others work on vehicle projects and background tasks. Want to know more - then come along for a look around, enjoy a bus trip or two, browse the stalls and treat yourself to a delicious cake.

Please use public transport or the NET tram to visit us.

Follow us on FACEBOOK for our latest news, events & trips.

Limited Edition Mugs produced by Transport Nostalgia to help raise funds for the Charity. Available on a first come first served basis

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£5.50 each plus £3.50 P&P. We can post 2 mugs for one P&P.

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WANTED

To support our efforts to raise funds, towards the renovation of our traditional art deco style bus depot, built in 1936, we ask for help.

We welcome donations in all forms, including those of surplus models, books & Transport Items.

We also welcome hands on volunteers prepared to assist.

email - enquiries@nottinghamheritagevehicles.co.uk

www.nottinghamheritagevehicles.co.uk

Registered Charity No.1155404

The Great British Regent

The last generation of front-engined double-deckers proved popular with non-PSV operators. Their lower height rendered Bristol Lodekkas the most popular choice, but Leyland Titans and AEC Regents were not overlooked. Here's a small selection of the latter . . .

Seen here in earlier days in preservation, AEC Regent London Transport 832J (JJ 4379) started life in 1933 as STL162. Withdrawn in 1978, it was fitted with this breakdown tender body by Chalmers in 1948.



Northern Counties-bodied AEC Regent III WPH 358S started out as Douglas 61 (JMN 725). It was caught on camera in Leicester in November 1978 on tour with the then popular singer Leo Sayer claiming to be 'The Fun Bus' — it takes all sorts we suppose! No 61 continued to avoid the cutter's torch until the early part of the 21st century.

New in 1950, RT3843 (LLU 642) was withdrawn in March 1973 and sold to Adstock Hospital, Salisbury, which kept it until 1998 when it took on a new career in films. It didn't last long though, the RT being wrecked in 2001. It is seen here in happier days in Salisbury in November 1974.



East Kent's AEC Regent Vs are hard to quash! With sturdy Park Royal bodywork, many are still around today. Seen here at Westwood in April 1980 on driver-training duties are 1967-built MFN 952F and the now preserved PFN 867 which had been new in 1959.

Cardiff favoured East Lancs to body its 32 AEC Regent Vs. Seen here allocated to driver-training duties is No 382 (382 BUH), which had been new in 1962.

Right: **Staying in South Wales** we find Rhymney Valley driver-trainer 82 (422 CAX) resting at Tir-y-Berth near Hengoed in April 1979. This 1961 Massey-bodied Regent V was new to Bedwas & Machen as its No 5 and is currently preserved at the Tameside Transport Museum.

Below: **Southampton was** another Regent V customer favouring East Lincs (or Neepsend) bodywork. Seen here is the former 351 (371 FCR) of 1963-vintage. By the time of this view it had been de-roofed and was in use as a training vehicle with Wildernson PSV, which was taking no chances judging by that front bumper!



Above: **We return to Kent,** Hildenborough to be precise, where in May 1981 we find the now preserved East Kent 1963 AEC Regent V 6801 FN. Not sure who the owner was at this point though. Maybe we should have taken the advice given on the upper-deck windows and 'LOOK INSIDE'!

Left: **You're joking, not** another one! (With apologies to Brenda in Bristol) Our final (honestly) East Kent Park Royal-bodied AEC Regent V is 1966-built GJG 747D which is seen here in Banbury in May 1988, still wearing the P&O Ferries livery applied in its final years with East Kent. The new owner has simply added its own (somewhat illegible) logos. GJG 747D was to see later service with St John Ambulance.

WIRRAL TRANSPORT MUSEUM & HERITAGE TRAMWAY

Taylor Street, Birkenhead, Wirral, CH41 1BG



WIRRAL BUS & TRAM SHOW 2017.

The Wirral Bus & Tram Show is Wirral's Largest FREE family show and one of the biggest FREE transport shows in the north west.

Split over three showgrounds at Woodside, Pacific Road (Main Showground) & Taylor Street @ The Wirral Transport Museum & Heritage Tramway's depot and Museum there will be on the day...



- An Intensive 4 Car Tram Service
- Up to 50+ Visiting, New & Preserved Buses
- Show Stands, Stalls & Trade Stands
- Light Bites and Refreshments
- FREE Heritage Bus Rides
- Cars, Emergency Vehicles, Motorbikes & Military Vehicles

A great day out for all the family



- A 4 car tram service using up to 6 different trams will be running along the entire line throughout the day From Woodside to Taylor Street via Pacific Road & Egerton Bridge plus at Pacific road a number of different preserved buses will be running free services to a number of picturesque towns and places around the Wirral Peninsula.

- Heritage Bus Rides are Free and tram rides cost £2.00 per Adult and £1.00 per Child/Concession/Student.

- This just like every year so far promises to be a great event for every generation in your family learning so much about our Transport History whilst on the showgrounds a large number of Buses and other transport related vehicles will be on display.



SUNDAY 01st OCTOBER 2017

10.00am - 4.00pm

**THE 20th WIRRAL
BUS & TRAM SHOW!**

For more information, vehicle entry or trade stands please call **JOHN NOLAN** on 0151 639 4929 or E-mail johnnolan201@talktalk.net

RAILWAY DAY OUT

The Gloucestershire & Warwickshire Railway held its annual bus rally this year on Sunday 9 July. STEPHEN WREN was there to enjoy a gloriously sunny day out.



Approximately 40 buses were entered on the day, many of them used to provide a half-hourly service from the rally site at Toddington station to the picturesque town of Broadway in the Cotswolds. There was also a more limited service to Broadway station, which is being rebuilt, with the train service expected to be extended to serve it before next spring. Here we feature a small selection of views typical of the day.

Left: **Previously restored in Travel Coventry colours, 1989 Metrobus Mk2 3053 (F53 XOF) was enjoying its first time out in its new Airport Link 900 livery.**

Pictures: STEPHEN WREN

Below: **Well-known on the preservation scene, Midland Red 227 (JHA 227L) is a 1973 Marshall-bodied Leyland Leopard dual-purpose saloon. No 227 passed to Midland Red North upon its formation in 1985 and was withdrawn and sold for preservation in 1987.**



Right: Roger Burdett's BMO D9, Midland Red 5424 (EHA 424D) looks very much at home passing Broadway's 'The Swan Hotel'.

Below: It's second time around in Crosville livery for DFG81 (891 VFM), a Bristol FSF6G new to Crosville Motor Services of Chester in closed-top form in 1962. Converted to open-top and later sold for preservation, the latter day Crosville Motor Services, based in Weston-Super-Mare, is its fifth subsequent owner.

Below right: Now part of the Delaine Heritage Trust, No 72 (ACT 540L), a Leyland Atlantean with NCME Manchester-style bodywork, was new in 1973, remaining in service with Delaine until 2000.



Above: The Swan Hotel provides the ideal backdrop for Dudleys Coaches Plaxton Supreme IV-bodied Leyland Leopard, STO 244X. New to Wilfreda of Bawtry in 1982, this coach later operated with Royal of Redditch before passing with that business to Dudleys of Radford in 1986. STO 244X entered preservation in 2009.



Saturday 14th October 2017

This is the day – 50 years to the day, and of course it is also a Saturday, since our beloved Ledgard buses returned to their depots for the very last time.

13th ANNUAL TRANSPORT COLLECTORS' FAIR

PUDSEY CIVIC HALL, LEEDS

Doors open 10am until 3pm.

Over 100 stalls selling all manner of transport related memorabilia, books, photographs, tickets, metalwork and railwayana.

Refreshments available from 10am to 3pm.

Admission only £1

From mid-day there will be FREE local trips on vintage buses departing from outside the Civic Hall

Venue: 200yds from New Pudsey Station.

Near the junction of the A6120 Leeds Ring Road and the A647 Leeds to Bradford Road at 'Dawson's Corner'. About 2 miles from the centre of Pudsey

**Civic Hall signposted - Free car parking adjacent to Hall
OWLCOTES SHOPPING CENTRE NEARBY**



Sunday 15th October



As if the Saturday isn't enough we now move on to Otley for another free bus service to mark the takeover date of Ledgard's by the West Yorkshire Road Car Company.

Departing from outside the bus station a timetable of routes is being planned and will be operated by preserved West Yorkshire buses and other guest vehicles including Ledgard's.



In the evening all are invited to a social meeting in the Rose and Crown pub, Bondgate, Otley from 7.30 p.m.

**Enquiries to: Barry Rennison 0113 236 3695
e-mail: rennison@cc-mail.co.uk**



BUSES 2017 festival

This year's BUSES Festival took place at its usual venue, the British Motor Museum at Gaydon in Warwickshire on Sunday 20 August. Here are some highlights.



Top: **London Transport RF627 (NLE 627)** takes on a healthy load for a tour of Gaydon's internal roads.

Above left: **Roger Burdett's Bristol KS5G, Western National 994 (LTA 813)** whisks a full load around the circuit.

Both: **HUGH JONES**

Above right: **Former Walsall Corporation 116 (XDH 516G)**, a 1968 Northern Counties-bodied Daimler Fleetline CRG6, pulls into the service vehicle parking area after completing a demonstration service run. It features the specially shortened Fleetline chassis favoured by Walsall although SHMD also bought a small batch of identical buses.

Right: **NTJ 943G**, a 1969 Plaxton Embassy-bodied Bedford J2SZ10 new to Battersby-Silver Grey of Morecambe, is eased away from its parking place at the event's conclusion. Both: **DAVID JUKES**



BUSES IN THE Landscape

SOUTHDOWN 456 (PUF 456H)

In 1969 Southdown took delivery of 10 Leyland Leopards with unusual high-build Northern Counties bodywork. They were fitted with 49 dual-purpose seats and were no doubt seen as vehicles able to be pressed into service on London services on busy summer weekends, as well as

being suitable for longer stage services. The Leopards were clearly a success as a further 20 were delivered the following year, the vehicles becoming a familiar sight across the entire network.

When delivered the coaches wore a special livery of Apple green with dark green band, but following the introduction

of National Bus Company corporate liveries, standard dual-purpose livery comprising leaf green and white was applied, as seen here on No 456 (NUF 456G), which was allocated to Brighton at the time of this splendid view of a Southdown Leopard in its natural South Downs habitat.







Beginning your RESTORATION

This month ASHLEY BLACKMAN turns his attention to planning your restoration.

If you have read my last two articles you will know that I am not only passionate about authentic restorations but also encouraging more people to preserve buses and coaches, whatever the vehicle's age.

I wanted these articles to serve as an introduction before getting into the really meaty content of what it really takes to preserve a bus or coach. Hopefully by the end of the series you should feel quite confident about bus and coach restoration, should you ever wish to preserve your own vehicle and try your hand at restoration.

Over the next few articles I will be digging deep into the restoration process and sharing my experiences restoring these vehicles as a full-time business, through all seasons, in lots of different surroundings year round from dusty barns to immaculate aircraft hangars. I will share the challenges we face, details of some of our restorations, amazing suppliers and my top tips and 'how to-s', as we discuss topics such as mechanicals, panelling, brush painting, interior work and MoTs.

If you have any specific topics you would like me to cover, you are welcome to e-mail me (info@ashleyblackman.co.uk), and I will try and answer as many questions in the articles as I can.

PLANNING THE PROCESS

In this issue I will discuss the start of the restoration, creating a plan of action for the work that needs to be carried out to get your pride and joy back to the authentic standard you desire.

You might have already decided to hire a professional to do the work for you, or you may have the time and skills on your side to restore the vehicle back to its former glory yourself. Either way I hope this article helps in some way to create a realistic plan of action.

You have bought a bus or coach for restoration, it is safely stored, you have a realistic budget set for the project, but now the mammoth reality of all the work that has to be done is starting to set in.

Maybe some of these phrases have gone through your mind: 'What have I done?', 'What did I get myself into?', 'Where do I start?', 'Someone help' and 'Never going to make it to that rally.' I have heard all of the above over the years and it is no surprise that some of you are deterred from becoming preservationists due to what can be a sometimes overwhelming responsibility of keeping a vehicle on the road and in tip-top show-stopping rally condition.

'A GOAL WITHOUT A PLAN IS JUST A WISH' (Antoine de Saint-Exupéry)

So where do you start and what should you be looking out for? Get a notepad and pen or if you are tech-savvy use the notes app on your phone and start off by looking around the exterior of vehicle writing down virtually everything you can see that needs replacing or restoring as much as possible.

Look at the exterior panels for dents and corrosion, bent, buckled or uneven beading. Dried and cracked window rubbers — run your finger along the rubber and if it leaves a black mark. This is a tell-tale sign that the window rubbers are rotten. Look for corroded headlights and any rusting or peeling on the inside of the reflective lens. Are there any missing or smashed light lenses and surrounds? Check not just tyre tread depths but aging and condition — there may well be cracks in the tyre wall. What is the paintwork like? If it is dull, bubbling, rawky or flaking, then it might be an idea to have the bus repainted, either brush-painted or sprayed, dependant

upon authenticity. My wife Kirstin always says you should be able to do your make-up in the reflection of your paintwork . . . and I say if you have a watch on you should be able to tell the time.

Check for missing windows and safety glass if relevant to the vehicle. More common on newer vehicles — check for scratched windows. On rear-engine buses, engine doors can over time, get battered, corroded and patched, check to see if either a complete new door or panels replacement will be needed. Check for further corrosion where the engine door is hung.

You might want to check your vehicle has the appropriate destination blinds as they could have been replaced over time. If there aren't any destination blinds with the vehicle, you may want to source some authentic replacements, or have the appropriate blinds reproduced.

Obviously you haven't got x-ray vision to see behind areas covered up, so expect to see some form of hidden deterioration if any under panels — more on this in a future article.

EXPLORING THE INTERIOR

Once you have written down all of the work that needs doing on the exterior, do the same with the interior. Check the ceiling for dents and beading hanging down and general paint deterioration. Check interior lighting to see if it works. Do the light holders have any signs of corrosion? If you can get to see any wiring check this for condition. Interior side panels come in many different

forms — painted, Formica, moquette and Rexene. Check these panels for damage, deterioration, rips, graffiti or absence. Look for missing or damaged interior trim.

Check the floor for areas where the lino has come up, and in particular areas where water has got in — the floor beneath could be rotten. If floor tread has lifted, this is also a good sign that plywood underneath is rotting.

Have a look at the interior layout of the vehicle. Has it been converted to an office or theatre vehicle and the layout needs returning to how it was in service? Have a look at the condition of the seat frames. Are there any missing? Frames break at stress points usually at the bottom of the seat back area. Is there corrosion on the legs? Check for missing, torn or rotten seat cushions. Check handrails for broken and corroded bases, tarnished chrome, peeling coatings and absence.

Will you need to have any bright work revived, woodwork replaced/revarnished? What about interior adverts? Are they missing, damaged or do you have something in mind that you would like on display? When looking for legal lettering on the vehicle, you may need to do some research to make sure that any lettering displayed is actually correct for the era you want to restore the vehicle to.

Opposite: **Weymann-bodied Leyland PD3A/1 No 167 loading its first complement of happy passengers at the Bournemouth Rally.** ASHLEY BLACKMAN

Below: **Preparing the exterior bodywork before brush painting.** ASHLEY BLACKMAN





Top left: **A sorry looking PD3A, the St Helens fibreglass front always looks to be crying!** ASHLEY BLACKMAN

Below: **Interior of 167 showing new Treadmaster floor fitted.** JULIAN HALSTEAD/ASHLEY BLACKMAN



Top right: **Cutting out the rot on the nearside wheel arch.**

Above left: **Carefully stripping the paint from the fibreglass front.**

Above right: **Canopy preparation on half-cabs is a job for a contortionist.** All: ASHLEY BLACKMAN



Right: **The Aurora rear end is truly a 'monstrous mass of shivering tin'!** ASHLEY BLACKMAN





Preparation nearly finished and some colour on the roof. ASHLEY BLACKMAN

It is always a good idea to take lots of photographs, especially the little details such as legal lettering in its current state for reference. Do this before you eagerly start removing anything, or you may regret not having photographic references later on.

BUT WHAT ABOUT THE MECHANICALS?

If you are mechanically minded take a look over the mechanicals of the vehicle and check what is or isn't working. Does the engine run well or does it not run at all?

If you managed to start your vehicle and it is running sweet, then carry out other checks. Does it build up air or vacuum easily? If so are there any leaks? Do the brakes work? How long the vehicle has been laid up and where it has been stored can ultimately decide the condition it's going to be in. It could have seized brake shoes or clutch, but on the other hand everything could work. You might select a gear and be amazed that the vehicle will actually move.

Areas on the chassis to check include outriggers for corrosion and where water and dirt can build up including above air bag mounts. Look for places that are under stress, in particular on the rear-engine vehicles where the engine is mounted on a steel gantry.

CREATING A REALISTIC ACTION PLAN

Now you have a list of all of the work that needs to be completed — this is both an exciting and an overwhelming time. You probably want to jump right in and get started, but take a step back and start to look at the big picture. You need to create that plan of action and stick to it.

STEP 1 What is your end goal?

When writing out the list of jobs to do, you will have had your end goal for your bus or coach in mind. What kind of quality restoration do you want? Is it just going to be a runner or a perfect, authentic original? Be clear about what you want to achieve and go for it, the process and end result is always both enjoyable and rewarding.

STEP 2 Money management

Have a look at your budget verses the realistic costs of everything on your list. Do some research and find out if possible, or get rough estimates from professionals, of how much everything is going to cost and write the associated costs next to each item on your list. Do you think the budget you originally set will cover everything? Or, if all of the funding needed to do everything isn't immediately available, will the restoration need to be spread out over a number of years. If this is the case, then

you will need to prioritise the tasks in order of affordability and importance over a longer time period. The priorities will differ from owner to owner and vehicle to vehicle, so I will leave that bit up to you.

STEP 3 Time management

Think about what time you have available to work on your vehicle. Will it be hours or days that you can commit to working on your pride and joy each month? Will there be any volunteers or professionals working on the vehicle with you? If yes, you may want to speak to them first to find out when they are available, and gain a rough idea of how long it will take them to do the work. This will help you work out what is achievable each month. Create goals and try and stick to them wherever possible. If for whatever reason your plan doesn't always work out each month, don't be disheartened, sometimes jobs take longer than expected. Waiting for parts to be manufactured or sourced can also throw you off schedule.

STEP 4 Final tips

When putting your plan together you will need to prioritise each job. This will depend of course on what work there is to do.

A large restoration needs to be well thought out — you don't want to be removing every part and piece of the bus or



coach as, before you know it, you will end up with boxes of many bits, and unless you are really organised, you probably won't remember where they all go months later. Take some time to decide how you're going to approach the restoration methodically. Work gradually on sections at a time. For example you can start restoring bodywork whilst removing mechanicals, as these can take time to overhaul especially if parts need to be sourced.

Don't forget to check to see if original items can be replaced before removing or damaging body or mechanical parts. For example, Checkerplate aluminium can prove hard to source in the right patterns so, given careful sanding and polishing up, this can be made to look like new again. Make sure to check any wiring behind the ceiling panels and light fittings inside. Depending upon how old the vehicle is, these may need replacing before applying interior paintwork etc.

If items are to be reproduced, you will need to show the supplier as much of the original part as you can rescue, and remember to take lots of photographs and measurements.

For large restorations I quite often start work on the mechanicals and exterior as a priority, and restore the interior last.

MAKING IT TO THE RALLY

I restored for Bournemouth bus preservationist Jonathan Hawkins Bournemouth 167 (6167 RU), the 1963 Weymann-bodied Leyland PD3A/1 mentioned in my last article. Jonathan had a deadline for the bus to be ready for his debut rally organised by himself and others in Bournemouth this year. The bus was already running and MoT'd, so no major mechanical work was needed. I restored the exterior first which included some repainting, preparing the panels for paint and finishing the exterior with

Above: **Just awaiting wheel trims.**
JULIAN HALSTEAD

Inset: **Close up of reproduced vinyl shaded fleet number.** ASHLEY BLACKMAN

Below: **No 167 travelled 280 miles with Leyland Tiger Cub No 266 to meet the restoration deadline and join many other Bournemouth buses as planned.**
ASHLEY BLACKMAN

a deep mirror-finish traditional brush paint job. I have also restored parts of the interior that Jonathan wanted reviving, including the floor. As you can see from the pictures, No 167 certainly is a showstopper, and has since been to lots of other rallies this year. Jonathan is very proud of the bus and to him it has all been worth it to see it restored back to its former glory.

NEXT...

In the next article in this series Ashley discusses engines.



Bournemouth Titans

Holiday time again — this month it's Bournemouth! We don't recall taking a 'Return Journey' by motorbus to the south-coast resort of Bournemouth before, so we're seizing this opportunity to visit the home of dual doors, twin staircases and full fronts . . .

In bus terms, Bournemouth became known for all three of the above in the halcyon days that preceded the arrival of the rear-entrance double-decker which Bournemouth was to embrace whole-heartedly. For many years, the Leyland Titan was the undertaking's vehicle of choice when it came to double-deck motorbuses, buying its first in 1939, AEC having previously supplied six AEC Regents in 1931, these being joined two years later by two more Regents converted from trolleybuses!

Weymann was chosen to body the undertaking's Titans, the first being 16 TD5s with 'luxury' 48-seat full-front bodies featuring the dual doors, twin staircases and sunshine roofs, for which the undertaking would become noted, new in 1939. These buses gave good service; No 25 (FEL 208) was still going strong in August 1963, and is seen here deploying its trafficator arm on the Lansdowne roundabout.

Six TD5s were later converted to 58-seat open-toppers, the extra seating coming about as a result of the removal of the forward staircase and exit. Seen here is No 14 (FEL 214) renumbered from No 31 upon conversion. No 14 would later star in the 1966 film 'Press for Time' alongside Norman Wisdom. In the film the bus went out in style, ending up in the sea in Teignmouth . . .

Following on from seven wartime Guy Arabs was a batch of 30, again stylish, PD2/3s delivered in 1950. These buses carried bodies which were effectively postwar versions of those fitted to the TD5s, and also enjoyed long lives. Seen here is No 134 (KEL 134), originally No 248, which was later upseated to 58 as a result of the removal of the forward stairs.





This page: The theme continues . . . Twenty PD3/1s, again with well-appointed bodywork, were delivered in 1959/60. The main departure from tradition was a return to half-cab format, not seen in the fleet since the last of the Regents departed in 1950. These buses eschewed the standard PD Midland Red-derived grille on their tin fronts in favour of one in the style of their PD2 predecessors. Seen here are Nos 152/6/8 (8152/6/8 EL). Upon withdrawal No 156 passed to Williams of Llangollen. In 1990 it was rescued from a scrapyards by the Bournemouth Passenger Transport association, restored, and with standard tin front fitted, returned to service in its home town with Bournemouth Heritage Transport, later Vintage Yellow Buses. Today it remains part of the Bournemouth Heritage Transport Collection currently located at Winkleigh.



This page: **The Bournemouth Titan story ended with the arrival in 1963/64 of 10 Leyland PD3A/1s. Gone were the dual doors and twin staircases — in came a forward entrance and a standard St Helens fibreglass front, in fact these buses were virtually indistinguishable from contemporary municipal buses up and down the land. Here we see Nos 165/8/9 (6165/8/9 RU). The entire batch was sold to Isle of Man Road Services in 1974 where they were to see a further nine years service. No 168, registered LMN 79, then returned to the mainland to work for Wallace, London W12 as its No.7 (AAL 211A).**



A story of survival & REVIVAL



PART ONE

In the first of a two-part feature, ROB HANDFORD tells the story of The Transport Museum, Wythall's 1931 Metro-Cammell-bodied AEC Regent Birmingham 486 (OV 4486).

In September 2012, I was approached by the Trustees of The Transport Museum, Wythall regarding the long-awaited resurrection of a historically significant vehicle. The bus in question was 1931 Birmingham 'piano-front' AEC Regent No 486 (OV 4486). During the 1970s and early 1980s, much effort had been put into renovating 486, but work stalled due

to volunteers having to focus their efforts on numerous other projects at Wythall. Following some generous legacies, finances were at last available to re-start work, but this time using professional restorers. My role was to be project manager, drawing on my experience in restoring Birmingham City Transport 1950 Guy Arab IV 2548, but this time

overseeing the work to be carried out by a contractor. I accepted the challenge and drew up a specification for the complex restoration to be sent to potential contractors.

Below and opposite: **Sister MCCW-bodied AEC Regent No 492 (OV 4492) is seen in the summer of 1932 at Harborne Park Road. BCT**



HISTORY

I also researched the history of this remarkable survivor and what I found at the Kithead Trust, from Wythall's own archives, and from first-hand accounts of the discovery and rescue of 486, was an extraordinary and fascinating story of survival and revival against all the odds.

Birmingham's bus fleet saw major expansion between the World Wars, needing to serve the ever-growing suburbs beyond the tramway network. In February 1931, Birmingham Corporation Tramway & Omnibus Department (Birmingham City Transport from 1937) issued tender documents for the supply of 60 four-wheeled omnibus chassis with bodies seating 52 passengers. In the event, they were 48-seaters. Amongst the ten chassis manufacturers vying for the work were Guy, Thornycroft, Dennis, Vulcan, Leyland and Halley but the tender was won by AEC which would add 60 Regents to the fleet of 107 already giving good service in Birmingham.

Twenty-eight companies tendered for construction of the bodies, the lowest price being submitted by G. Scammell & Nephew of Finchley, London. However, Birmingham's Chief Engineer visited the factory and concluded that it was not equipped to supply double-deck bus bodies in the volume and time required. Next cheapest was Short Bros of Rochester, Kent but, as well as getting value for money, the Corporation was anxious to support industry within Birmingham during difficult economic times. The order was thus split, with Short Bros being awarded 40 bodies, John Buckingham Ltd of Bradford Street, Birmingham awarded a contract to build 5 with the remaining 15 to be built by Metropolitan-Cammell Carriage, Wagon & Finance Co (MCCW) at Washwood Heath, Birmingham. These 15 bodies would cost £800 each against the £720 quoted by Short Bros. However, whilst Short Bros would build on conventional wooden frames, MCCW would supply revolutionary metal-framed bodies employing its top-hat section pillars which were formed out of cold-rolled tube by Accles & Pollock of Oldbury. The first bus fitted with such a body was already on trial in the city. The belief, correctly, was that the metal frames would give longer trouble-free service and be money well spent.



The contracts were awarded in April 1931 but before work could begin, John Buckingham fell victim to the Depression and its contract was transferred to MCCW. Construction of the 60 chassis commenced at AEC's Southall factory in June 1931, with deliveries to Metropolitan-Cammell starting the following month. After 486's chassis, numbered 6611648, was driven to Washwood Heath and bodied, the bus was delivered to Harborne garage where it entered service on 4 December 1931.

IN SERVICE

Life for 486 during the early and mid-1930s appears to have been busy but uneventful, clocking up around 800 miles a week with only a break from continual use in February 1934 when the bus entered Tyburn Road Works for its first overhaul having covered 90,000 miles. No 486 moved on from Harborne to Barford Street garage in June 1934, and on 31 May 1935 it was transferred to Perry Barr, and then on 15 September 1936 to Liverpool Street garage.

From the start of 1937, 486 was moved from front-line duties as more economical diesel engined Daimler COG5s entered service. The six-cylinder 6.1-litre AEC

petrol engines drank fuel at a much faster rate than the frugal five-cylinder Gardner 5LW oil engines fitted to the Daimlers. Weekly mileage dropped by more than half to average around 325. After brief delicensing due to the arrival of new buses intended as tram replacements, by February 1939 486 was back at Perry Barr.

World War 2 resulted in an unexpected new lease of life for the ageing Regents serving 'The City of a Thousand Trades', transporting workers to and from the numerous factories, many working around the clock. At first the Luftwaffe attacked RAF bases in what became the Battle of Britain and the cities were left relatively unscathed. In September 1940, the Blitz of London started and amongst the casualties were numerous buses and trams, leading to a call to provincial operators to supply replacements. Despite air raids now battering Birmingham, BCT was not let off the hook. The following is an extract from a letter from BCT's General Manager Arthur C. Baker to the City's Transport Committee:

'I beg to report that on 24 October instructions were received from the Regional Transport Commissioner's Office



Above: **MCCW-bodied Regent upper-deck looking towards the rear. Note the unusual arrangement of the rear seats.**

Above right: **Regent No 490's lower deck. There were variations between the MCCW bodied Regents. No 486 did not have the bull push on the bulkhead.**
Both: METRO-CAMMELL

Opposite: **No 491 (OV 4491) demonstrates the state of many BCT buses following World War 2.** R. A. MILLS



over, but having clocked up an additional 2,258 miles in the process, 486 returned to its familiar haunts.

The dangers were far from over as Birmingham suffered raids for several more months, not to mention the difficult nighttime driving conditions of the blackout. A collision put 486 into works during January 1941, once again the steel framework had stood up where many wooden framed vehicles suffered significant damage in similar circumstances. Despite wartime restrictions and its relative age, 486 was treated to another semi-overhaul in August 1941, including a replacement engine. This, however, was the last occasion that 486 would experience the care and attention of a Tyburn Road overhaul and, with increasing shortages of staff and materials, from now on it was a case of make do and mend wherever possible.

Fifty Regents with now rickety wooden framed bodies were kept going with replacement Brush utility bodies. However, the metal-framed MCCW bodied buses soldiered on until their final withdrawal, some surviving until 1947, a full 16 years without significant repairs or exchanging of bodies. The additional investment of £80 per body back in 1931 evidently paid off!

Luck finally seemed to run out for 486 when engine failure resulted in it being the first of the 20 MCCW-bodied Regents to retire, being parked up in Perry Barr garage from April 1944. Since entering service in 1931, 486 had covered a distance of 306,442 miles. Ministry of War Transport restrictions prevented immediate disposal in case things got desperate and 486 might need to be repaired. By November 1945, the bus was in open storage at Western Road, Spring Hill, alongside many other battered and cannibalised prewar buses that had helped bring the city through its most desperate time of need, working well beyond their intended lifespans and latterly with

to send 30 buses to London. It had been hoped to retain these vehicles to deal with anticipated disruption to tramway services. Immediately I was informed of the Commissioner's instructions, I caused enquiries to be made as to whether this was optional, or an order. The answer came back that it was an order.'

Accordingly, 30 buses were quickly dispatched southwards, all Regents, a logical choice for London Transport. Among them was 486, arriving at Turnham Green garage on 27 October. Birmingham's need for the 30 Regents rapidly began to outweigh London's as the Luftwaffe unleashed heavy raids on the Second City, scoring direct hits on Highgate Road garage. The worst blow was inflicted on the night of 22/23 November with 88 buses put out of action either temporarily or permanently when Hockley garage was devastated. A

total of 145 buses were lost or damaged during November 1940, so BCT urgently put its case to the Regional Transport Commissioner for the return of the requisitioned vehicles. On 3 December, the General Manager wrote to Birmingham's Transport Committee:

'I am pleased to be able to report that the 30 buses which were loaned to London were allowed to return as a result of the difficulties which we have recently been experiencing. These were back in Birmingham by 24 November.'

RETURN

One has to admire the calm understatement of the 'difficulties' which resulted in the buses being allowed to return — 486 was actually back on home turf later on the 23 November, only hours after the destruction of Hockley garage. With its brief adventure in the Capital

minimal maintenance. The withdrawn buses were eventually released, 486 being sold on 23 July 1946 to Devey, scrap merchants of Shenstone, Staffordshire.

RUMOURS

It appeared that the Grim Reaper of buses had taken 486 but in the late-1960s rumours emerged of a Birmingham 'piano-front' Regent in a remote part of Herefordshire. Members of the 1685 Group that had recently purchased 1948 Leyland PD2 1685 from BCT were intrigued and, in the summer of 1969, four members of the Group, including Lloyd Penfold, Monty Russell and Martin Pettie went in search of a vehicle they hardly believed could still exist. After a morning of fruitless meanderings in the area around the village of Sollars Hope, where the bus was said to have been seen, the party had virtually given up and decided to take a lunch break in a small local pub. The opportunity was taken to ask the landlord if he was aware of an old double-deck bus parked in the vicinity. He knew of nothing like that, nor did the handful of locals who were taking their lunchtime liquid refreshments.

'Oh, no, I don't know of anything like that. No, there's nothing like that at all round here', said one of the old men seated in the bar, 'except for that old bus Mr Preece lives in down the lane . . .!'

The search party rapidly finished their

meat pies and drank up, then headed for the location described. It seemed they were on a wild-goose-chase as the winding lanes got narrower and narrower. However, with one last sharp turn in the tiny lane, there peering over the hedge was a piano-front Regent. The excited group leapt from the car and looked over the hedge, only to be confronted by the fierce sound of barking dogs. Then the elderly man who had made the bus his home emerged with a shotgun, although it was obvious its owner was not able to see or hear much of what was going on.

After deciding the safest option was a tactical retreat and, having established the existence of the bus, the intrepid group returned home, still not knowing which particular vehicle it was. A parish councillor was contacted and the importance explained of saving the Regent from being broken up. The councillor was requested to get in touch if it became apparent the bus was no longer needed by its current owner. One night in February 1970, the councillor called to say that Mr Preece, a 92-year-old retired Welsh miner, had become very ill over the winter and relatives had insisted he move into a proper caravan. A hurried trip back to Sollars Hope was arranged where the would-be rescuers found the bus abandoned and the old man living in a caravan now alongside. Remarkably, the

registration plate, OV 4486, was still on the front of the cab. No 486 had avoided the scrapman's cutting torch and, hidden deep in the English countryside, had escaped the Reaper!

The Group's optimism was soon dampened when it was discovered the bus had been sold only days before to gypsies who intended to scrap it. The rescuers searched half-way across Herefordshire and, amazingly, tracked down the gypsies. The next challenge was to do a new deal and none of the young men had much idea of what to expect. These were, however, genuine gypsies and, after careful negotiation, palms were spat on and hands shaken — 486 was secured. The only condition was that the remains of the engine was not part of the sale.

RESCUE

So now the Group owned 486 but in a very inaccessible place. Several substantial trees had grown up between it and the gate to the lane. The gap in the trees that the bus would have to pass through backwards required the removal of many branches. The bus had to be made capable of moving but, after almost a quarter century of standing in the open, 486 had sunk up to its axles and the tyres were certainly unfit for use, so 486 was dragged forward from its deep holes by a neighbouring farmer's tractor. Working





Above: **Two views of No 486 at Sollars Hope on 25 February 1970.** M. KEELEY

Below left: **No 486 on 24 July 1971.** M. KEELEY

Below right: **The state of the upper saloon before the start of full restoration.** ROB HANDFORD

parties involving Lloyd Penfold, John James, Monty Russell, Malcolm Keeley, Martin Pettie and Tony Hall carried out the necessary tasks, including stripping green paint from the cab windows!

Fortunately, the Group had contacts within the vehicle preservation movement and towing arrangements were made with David Hoare, owner of an ex-military Scammell Pioneer. Come the day of removal, 14 June 1970, a cable from the Scammell's winch was passed around a substantial tree and the bus lined up with the gap. With Lloyd at the wheel of 486, somehow the bus was wriggled backwards between the trees and onto the lane, hauled by the irresistible force of the Scammell. The latter was then coupled

to the front of 486 with a solid bar and soon the Regent was on its way across Herefordshire to a farm at Staunton-on-Wye and a seemingly more secure future, although still in the open.

The 1685 Group had staved off the Reaper again but did not have the money, expertise, or facilities to take on the massive restoration that was required. Older voices advised the young men they were wasting their time. Then the Group was offered ex-BCT 1937 Daimler COG5 1107 by its rescuer, Barry Ware. Taking on this additional commitment from January 1971 confirmed the Regent was too much to cope with so, after 13 months in their ownership, they reluctantly sold 486 to an enthusiast former resident of Birmingham then living in London who intended to restore the bus. In July 1971, 486 moved back to London for the second time in its life, this time to a vehicle storage yard at Romford. For the next two years, the bus was stored only partly under cover and important parts were removed.

SECOND THOUGHTS

Meanwhile, back in Birmingham, some of the people involved in the original rescue from Herefordshire were having second thoughts and other enthusiasts were getting involved in the growing preservation movement, including two employees of Metro-Cammell, John Seale and Andrew Gardner.

John, Andrew and another MCW employee travelled to Romford to inspect the bus in September 1973 and recognised that considerable work was needed before 486 could make the 130-mile journey home. The nearside pillars and panelling had largely parted company with the rest of the bus but Andrew was not going to give up easily and did not see the rescue as a non-starter. Buoyed by Andrew's 'can-do' attitude, John talked to an MCW colleague who devised a simple method of bracing the body with timber to allow its safe return without collapsing.

John then met Lloyd Penfold, one of the original rescuers, and further contacts



were made with like-minded people. John found a parking place at Castle Bromwich, and a plan was developed for recovering the Regent. While the initial aim was to purchase and bring 486 home, one of the preparatory trips made by Lloyd and John to Romford led to the creation of the Birmingham Omnibus Preservation Society (BOPS), with ambitious aims for the preservation of Birmingham's transport heritage — the origins of today's Transport Museum Wythall. BOPS acquired this first vehicle and, on 24 November 1973, 486 was hitched up once more to a towing vehicle. This time it was AOG 679, one of the Daimler COG5 buses that had pushed the Regents from front-line service back in the 1930s, but later converted by BCT to a cash van and then owned by the late Arthur Whitehouse.

Barry Ware provided former Crosville L5G KFM 775 as crew bus to accompany the convoy. Arthur in the COG5 kept to low speed in case the bus decided to disintegrate, so by necessity no more than 30mph could be entertained. For the entire journey Andrew Gardner shunned the relative comfort of the L5G, standing inside the shaky and seat-less Regent to spot any alarming deterioration in its integrity.

SUITABLE ACCOMMODATION

In the early 1970s, suitable accommodation for old buses was a major barrier to their rescue and the place found for 486 was far from ideal, being open parking next to a nightclub in an urban area. The bus suffered unwanted attention so, on 16 October 1974, it was coupled to the late Colin Hawketts' BMC Mastiff tipper lorry and taken to the relative safety of a rural location. At last the bus had a roof over it, even if only in an open-sided barn at Trueman's Heath, to the south of Birmingham, a facility found by Monty Russell which now housed many of the buses preserved in the area.

Work immediately started on putting right the damage done by decades of cannibalisation, conversion to a home, weather, neglect, vandalism and attempted renovation. However, the facilities at Trueman's Heath were basic with power having to be paid for at a premium by the cash-strapped organisation. It was obvious whole sections of the body frame needed replacing and, within the first few months, all lower deck pillars were replaced on the nearside, stress panels riveted in

APPEAL

It is hoped to complete the restoration during 2017 but to do this, additional funds must be raised. The original budget of £250,000 has already been exceeded by over £50,000 and around £50,000 more will be needed to manufacture and upholster a full set of seats in materials made to the original pattern, repair or remake all four wing panels and the bonnet, complete fitting of windows and re-panelling of the exterior before finishing with six or seven coats of paint followed by lining out, application of transfers and varnishing. Are you able to make a donation to assist with seeing this extraordinary, historically significant bus return to the road very soon? Any assistance would be greatly appreciated. Please send cheques to The Transport Museum, Chapel Lane, Wythall, Worcestershire, B47 6JX, made out to Transport Museum, Wythall and write on the reverse side 'For Regent 486'. Payments can also be made directly to the museum's website:

<http://www.wythall.org.uk/donate>

place and rear pillars repaired, mainly using hand tools. On 22 June 1975, 486 actually attended its first rally when it was towed, minus upper-deck nearside, to the Birmingham Railway Museum at Tyseley for a joint road/rail event. Its appearance caused considerable surprise.

The weekend of 3/4 January 1976 saw the first public opening of the National Exhibition Centre, a free preview event for the citizens of Birmingham to see what the city fathers had spent their money on. The Birmingham Museum of Transport Society (BMTS) was an umbrella organisation including most bus owners keen to create a museum for Birmingham's transport heritage. BMTS was invited to create a display in one of the halls.

By 2 January, seven vehicles had been mustered at the NEC, leaving 486 and one other vehicle parked alone in the barn at Trueman's Heath. That evening, a severe storm with gusts of hurricane force battered the country. By the next morning, the barn at Trueman's Heath was a ruin, the heavy roof framework and corrugated iron having fallen where precious vehicles had been parked days before. However, by a miracle, 486 had got away with it yet again as the debris fell around it, missing the bus completely.

The good relations with the City Council following the NEC preview gave the opportunity to ask for help. Discussions between BMTS, the City Council and West Midlands Passenger Transport Executive, successors to BCT, resulted in 486 moving with other vehicles into Moseley Road bus garage for one year. This former BCT tram depot was no longer operational and had spare space despite now housing the apprentice training school. This was indeed luxury accommodation for the preserved buses and for 486 it gave the opportunity to start reconstruction of the missing nearside

upper deck by installing replacement pillar sections and stress panels. During this time, work also progressed on parts of the missing cab structure and platform framework. The accommodation agreement ended in March 1977 and the vehicles returned to the remains of Trueman's Heath's barn. No 486 was partially sheeted over to help protect it and prevent deterioration of the work already completed.

A MOVE TO WYTHALL

On 15 November 1977, BOPS transformed into the Birmingham and Midland Motor Omnibus Trust, soon registered as a charity seeking a permanent museum to house the growing collection of preserved Midlands buses. Early in 1978 the site at Wythall, part of a former RAF barrage balloon base, was leased for 21 years, giving security of tenure even if vehicles initially had to be stored in the open, including 486 under its tarpaulin. Permanent purpose-built covered accommodation became a reality with the first building in 1980 but this could not provide enough room for all the buses requiring shelter and it was not until Whitsun 1981 that 486 went on display inside.

Restoration work on 486 quickly re-commenced but stalled as the huge task of building the museum and preserving its large collection of vehicles gained momentum. The main thing was that 486 would now always be stored under cover, minimising further deterioration.

No 486 spent the next quarter century tucked quietly in either of the Museum's first two buildings but moved into the limelight as an exhibit in the new Heritage Lottery supported Power Hall which opened in May 2007. This is a fully insulated building, perfect for the storage and conservation of such venerable vehicles. To be continued...

West of England coaches in **EARLY NBC DAYS**

This month we take a look at the National Bus Company's early attempts to create a corporate identity.



In the NBC's early years, prior to the introduction of all-over white with National fleetnames, a corporate image for coaches serving the south-west was introduced.

The operators involved were in the main some of

those previously operating Associated Motorways routes. An all-over white livery was used, but with a coloured band denoting the operator. The band was applied according to the trim already in place on the side of the coach, so, with the variety of vehicles involved, it varied tremendously in width.

This was a period of great change, with new coaches, being delivered in the new scheme alongside coaches transferred between fleets both within and without the scheme. With the introduction in 1972 of the 'National' livery, the banded livery slowly disappeared.

So here we go with some examples.



Opposite page: Seen in Bristol is Black & White Duple Alpine Continental-bodied Leyland Leopard 141 DBO, which had been new in 1963 to Western Welsh as its 141, moving to Black & White in 1971. The coach was later transferred to Wessex, and was withdrawn in 1976 and sold to Creamline of Tonmawr, where it remained in service until February 1979. The Leopard is currently at Barry in the care of the Cardiff Transport Preservation Group awaiting restoration.

Black & White was the recipient of many new coaches during the period in question, amongst them No 336 (ADG 336K), a 1972 Plaxton Elite II-bodied Bristol RELH6G. Seen here in Cheltenham in May 1974, No 336 was later transferred to Wessex National. Withdrawn in 1979, the coach was to see further service with Compass, Wakefield and Jorvik Tours, York.



This page: Bristol Omnibus coaching activities continued under the Bristol Greyhound banner, a magenta band being applied. Seen here at Reading in June 1971 is newly delivered Plaxton Elite II-bodied Leyland Leopard 2157 (YHU 521J). The coach finished its days with Dack of Terrington.

Duple Viceroy-bodied AEC Reliance NFJ 623G was new to Greenslades in 1969 as a 44-seat touring coach. It is seen here on tour in Hastings. Later life was to see a spell with Loft's Tours.

The turquoise band applied to Greenslades coaches had no historical relevance. Seen here in 1970 upon delivery is RFJ 826H, a Plaxton Elite-bodied AEC Reliance. RFJ 826H saw later service with Lewis of Blaina.



A 7ft 6in Harrington Grenadier-bodied AEC Reliance, this coach was new to Devon General (Grey Cars) as its No 6 (6 RDV) in 1964. Seen here in Exeter, it had been transferred to Greenslades, and was to be withdrawn in 1975. It passed to R. K. & R. E. Webber of Blisland in Cornwall, but was not operated, instead being used for spares.

New to Devon General (Grey Cars) as its 35 (HOD 35E), this Duple Commander-bodied AEC Reliance is seen at rest in April 1972. No 35 was later transferred to Greenslades.

Seen here in Dartmouth in 1973, Western National 1319 (NTT 319M) was one of eight unusual Marshall-bodied Bristol LH6L dual-purpose saloons capable of being pressed into service as Royal Blue reliefs. Later receiving leaf green livery and later still passing to AJC Coaches, Leeds, No 1319 is today preserved.





One of a number of elderly coaches to receive the West of England corporate livery was Royal Blue 936 GTA, a Willowbrook Viscount-bodied AEC Reliance new to Devon General (Grey Cars) as its TCR 936 in 1961. The coach is seen here at Exeter awaiting its next duty.



Here in Penzance in July 1975 in Royal Blue livery is Western National 1301 (RDV 436H), a 1970 Duple Viceroy-bodied Bristol LH6L.

NIGEL APPLEFORD focuses this month on EFE's Volvo/Wright Renown and Endurance models.

Wrightbus of Ballymena, Northern Ireland was founded in 1946 as Robert Wright & Son Coachbuilders. Its initial work was re-bodying lorries, and in 1978 the company released its first aluminium-structured bus bodywork.

Wright's breakthrough into the mainstream bus bodybuilding sector came in the early 1990s. Its Handybus was a midibus body offered on a variety of chassis but was most successful on the Dennis Dart, attracting orders from a variety of operators including London Buses, Go Ahead Northern, Ulsterbus and Citybus (Belfast). This was followed by a move into the full-size single deck market with the Endeavour which was available on Dennis Javelin, Leyland Tiger and Scania K93 chassis, enabling Wright to develop its highly successful Endurance body which competed with the Alexander Strider and Northern Counties Paladin for orders on Volvo B10B and Scania N113CRB chassis.



First Avon & Somerset 66160 (S360 XCR) is a Wright Renown-bodied Volvo B10BLE. New to First Provincial in 1999, it is seen in Wells during August 2015.

While the Endurance body was built on the standard-floor Volvo B10B chassis, the Renown body was built on the Volvo B10BLE low-floor chassis. Renown production ceased when the B10BLE was replaced by the Volvo B7L with Wright Eclipse (now Wright Eclipse Metro) body, which due to its vertical rear engine wasn't popular with many operators. Over 800 Renowns were built between 1997 and 2002, making it somewhat more successful than the B10L-based Liberator.

Due to the unpopularity of the B7L chassis, Wright developed the Eclipse Urban on Volvo B7RLE chassis, which became the true successor to the Renown.

The majority of Endurances were built on Volvo B10B chassis, including quite large fleets for the privatised former PTE companies, in particular Merseyside-based MTL North which took 120, West Midlands Travel which took 67 and Greater Manchester-based GM Buses North which took 55. The Endurance was also built on 16 Scania N113 chassis for Midland Bluebird. Bus Éireann took nine for use in Cork (seven) and Limerick (two), these being the only examples built to dual-door layout.

The Endurance was superseded by the Liberator on Volvo B10L chassis.

The Volvo B10B was a rear-engined step-height single-decker bus chassis manufactured between 1992 and 2001. It superseded the Leyland Lynx (by then a Volvo product) and Volvo B10R. For stage use it was gradually succeeded by the low-entry B10BLE, which was introduced only a year later, though not in all markets.

Production of the diesel-powered B10BLE variants ended in 2001 to give way for B7RLE and B12BLE, while the CNG variants were produced until 2004.

The Wright body on Volvo chassis was introduced into the EFE range back in May 2001. At that time it was its most modern model, alongside the step-entrance Dennis Dart and the later SLF Dart, both with Plaxton bodies, it has proved very popular with collectors and modellers.

The model is dimensionally (length/width) accurate and certainly portrays the

FLEETLIST

EXCLUSIVE FIRST EDITIONS 1:76 4MM SCALE

Ref	Identity	Model	Released	Run	Notes
27601	Bus Éireann VWL107 (00-C-28216)	Renown	May 2001	n/a	
27602	Blackburn 210 (V210 EBV)	Renown	Jul 2001	n/a	
27603	Sovereign 106 (N106 GVS)	Renown	Jul 2001	n/a	
27604	First Manchester 535 (N535 WVR)	Endurance	Nov 2001	n/a	
27605	Arriva Northumbria 4503 (V503 DFT)	Renown	Jan 2002	n/a	
27606	Burnley & Pendle 1044 (Y144 HRN)	Renown	Jan 2002	n/a	
27607	Lancashire United 1077 (Y177 HRN)	Renown	May 2002	n/a	
27608	Travel West Midlands 1412 (P412 EJW)	Renown	Aug 2002	n/a	
27609	First Manchester 661 (Y307 RTD)	Renown	Sep 2002	n/a	
27609A	First Manchester 661 (Y307 RTD)	Renown	Jul 2002	400	Code 2 Commonwealth Games 2002
27610	Ulsterbus Translink 2823 (CCZ 8823)	Renown	Apr 2003	n/a	
27611	Arriva Merseyside 6620 (N620 CKA)	Endurance	Oct 2003	n/a	
27612	Keighley & District 540 (T540 AUA)	Renown	Jan 2004	n/a	
27612A	Keighley & District 540 (T540 AUA)	Renown	Sep 2006	250	Code 2 40th Anniversary Bus Driver of the Year
27613	Brighton & Hove 234 (R234 HCD)	Renown	Jun 2004	n/a	
27614	The Delaine 137 (P87 SAF)	Endurance	Oct 2004	n/a	
27614A	The Delaine 138 (P112 RGS)	Endurance	Mar 2006	n/a	Code 2 Diecast Collector Magazine
27615	First Badgerline 1916 (R916 BOU)	Renown	Jan 2006	n/a	
27616	Strathclyde 616 (R526 TWR)	Renown	Nov 2005	n/a	
27617	Sheffield Transport 841 (T841 MAK)	Renown	Jun 2006	n/a	
27618	Blackburn Transport 207 (V207 EBV)	Renown	Dec 2006	n/a	
27619	Go-Ahead Northern 4905 (W905 RBB)	Renown	Oct 2006	n/a	
27620	Translink 2819 (CCZ 8819)	Renown	Jan 2007	n/a	
27621	First Portsmouth 66161 (S361 XCR)	Renown	Nov 2007	n/a	
27622	Ulsterbus Foyle 2837 (CCZ 8837)	Renown	Feb 2008	n/a	
27623	Brighton & Hove Metro 218 (R218 HCD)	Renown	Jul 2008	n/a	
27624	First Aberdeen 62179 (Y637 RSA)	Renown	Jan 2009	n/a	
27624A	First Aberdeen 62179 (Y637 RSA)	Renown	Feb 2009	310	Code 2 Grampian Transport Model Section 10th Anniversary Code 2 First Aberdeen 20th Anniversary
27624B	First Aberdeen 62179 (Y637 RSA)	Renown	Jan 2009	1,000	
27625	The Lancashire Way 1014 (YD02 UMW)	Renown	Apr 2009	n/a	
27626	West Riding 407 (L407 NUA)	Endurance	Aug 2010	n/a	
27627	CMT Buses (Liverpool) 2067 (X114 JFV)	Renown	July 2011	n/a	
27628	Blackburn Transport 208 (V208 EBV)	Renown	Mar 2014	n/a	
27629	CMT Buses (Liverpool) 2045 (S456 KCW)	Renown	May 2015	n/a	
27630	Brighton & Hove Metro 222 (R222 HCD)	Renown	Jul 2015	n/a	

Right: The second release was Blackburn 210 (V210 EBV). With the concept then still being relatively new, the travelling public were left in little doubt that this was a low-floor bus. The model was released in July 2001.

Below: Described as an Endurance body on Volvo B10B, this model in First Greater Manchester livery was released in November 2001. The orange livery was reportedly known locally as 'Tomato Soup' — it was later superseded by the 'Barbie' livery.



Above right: Brighton & Hove bought a number of B10BLEs with Renown bodywork, again full use of the bodysides was made to advise prospective passengers of the low-floor credentials. This release of 234 (R234 HCD) was issued in June 2004.



Left: The Delaine is known for the immaculate turnout of its vehicles. Two models of their B10B Volvos with Wright Endurance bodies have been issued, one a Code 2 for Diecast Collector Magazine — 138 (P112 RGS). This, however, is the standard release, a model of 137 (P87 SAF). The real bus was new to Hopley's of Mount Hawke, Cornwall in 1997 and seated 60. It was purchased by Delaine Buses in 2003 and both this and similar 138 (P112 RGS) were withdrawn by May 2010. This model was released in October 2004.

Lower left: First was a major user of the Volvo/Wright combination. In 'Barbie' livery is this January 2006 release of First Badgerline B10BLE/Wright Renown No 1916 (R916 BOU).



This model of Strathay 616 (R526 TWR) was released in November 2005. It was new to Keighly & District.



This model of Go North East 4905 (W905 RBB) makes a colourful addition to the range and was released in October 2006.



Blackburn Transport has been a very regular release with three examples so far. The latter two are identical apart from the fleet number/registration/destination. To the fore is EFE 27618 — 207 (V207 EBV) and behind 27628 — 208 (V208 EBV). The first was released in December 2006 and the second in March 2014 — one can only assume EFE had excess stock to clear.

prototype extremely well and although EFE chose to model both the B10B and B10BLE variants using the same bodyshell, I must admit that I'm not sure whether there was an overall height difference between the Endurance and the Renown — it certainly isn't obvious in pictures.

The model consists of a single-piece diecast body shell with plastic base plate held together with three poles (blackened) and plastic plugs fitted from below. The front and rear windows together with

the doors are commendably flush and fitted from outside in the usual EFE fashion while the side windows are a one-piece clear plastic panel overpainted to represent either gasket or bonded glazing. Wheels look very accurate and are produced in plastic on metal axles and fitted with rubber tyres. Accurate pattern mirrors are provided and these really do enhance the model. The interior is again plastic and single coloured apart from a black steering wheel.

All models carry appropriate registration plates and the standard of finish continues the high standards set by EFE.

The prototype buses have had their careers cut short by the 2016 DDA regulations, so many were withdrawn last year but a few survive as school buses, driver-trainers and a few have even been preserved. Whether under Bachmann we will see any more releases on this casting is unclear.



First Hampshire 66161 (S361 XCR) was given a special livery based on Portsmouth Corporation colours to celebrate 75 years of the 17/18 route in the City. It later received a strapline. The crest on the real bus was smaller than that on the model which was released in November 2007.



Another colourful livery was carried by this release in Transdev Lancashire United livery for 'The Lancashire Way', X41 limited stop service. It features the Lancashire Rose in Contravision across the rear side windows and is named 'Pride of Blackburn'. The model of 1014 (YD02 UMW) was released in April 2009.



CMT Buses was an established independent operator in Liverpool. Originally a coach operator it decided to move completely into bus operation from 1991. In 2003 the company was acquired by GTL (Glenvale Transport Ltd). There have been two releases of CMT-liveried B10BLE/Renown buses, one in July 2011 and the second (identical but re-numbered/registered etc) in May 2015, this being the second issue.



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Fleet Number - RM59

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A picture which maybe sums up the joys of bus preservation, a crafty trick with tram postcards and a deeply atmospheric image from the North-East are all part of NICK LARKIN's crop of goodies this month.

PRESERVATION EXPLAINED?

No one would mind us saying the Southdown Bristol VRTs photoshoot for this issue proved, despite the best-laid plans, not to be the smoothest flowing of assignments.

Even the train we took was delayed for a never previously experienced reason — a lady and her son were locked in the lavatory so no way could the journey continue beyond the next station until matters were resolved.

Attempting to extract major restoration projects from tightly packed barns was never going to be easy, and a brace of the Bristols were having none of it and failed to start and/or proceed. Even the light was bad with harsh sunshine and shadows, and the weather got nastily hot. There was also

the inevitable mislaying of mobile phones and other items, which happens when you are boarding numerous buses.

With the redoubtable Chris Pearce at the helm the day was inevitably great fun, and just as we were about to go home a stunning sight greeted us. In one of the barns, standing out in the soft evening sunlight seemingly made just for them were two Southdown Leyland PD3/4s in excellent but not over restored condition, looking for all the world as if they were ready to take a turn in service.

The sun also highlighted AEC Routemaster RM2569 further into the building and the light also shone through gaps in the barn's wooden cladding. And in contrast, shafts of sunlight shining through

gaps in the barn cladding to give it a stripey appearance, was a Wigan Corporation Massey-bodied Leyland PD3. Ok, it would have been even nicer if there had been a Southdown Harrington-bodied coach to provide further contrast.

However, when you think about it, these vehicles all date from within two or three years of each other and had totally different original owners and service lives, yet all have been brought together by preservationists so they can still be enjoyed, and indeed operated in 2017.

Each one is not only a tribute to its present owner, but all those who saved the vehicles, worked on them and paid their storage charges over the years.

We all have cause to be grateful.

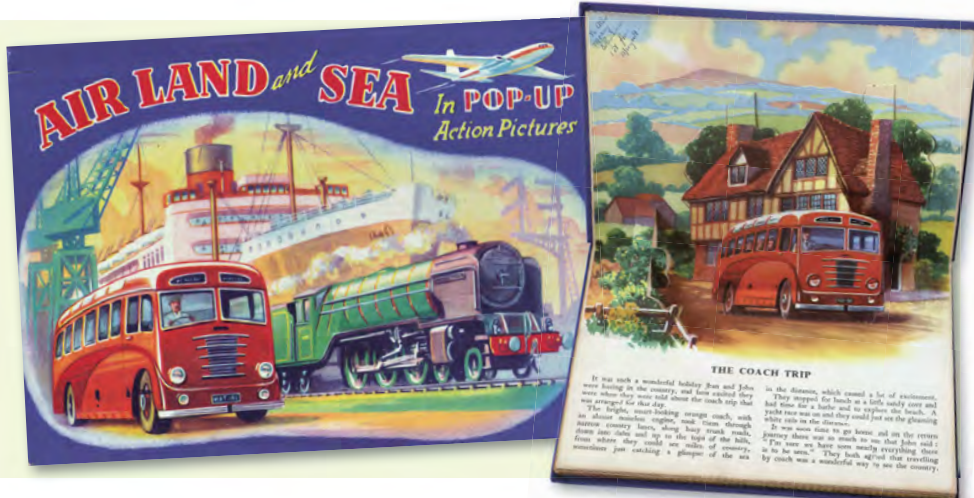


POP-UP

Thanks to HENRY MELNYK for this wonderful venture into another era of children's 3D not produced by Pixar!

Published by Purnell, *Air, Land and Sea* takes us to a railway station, an airport and the docks as well as on a coach trip, on which we're treated to a ride in 'a bright, smart orange-coloured coach with an almost noiseless engine'.

Sadly no mention of model or operator, but the pop-up images still stand up, as they should after 60 years!



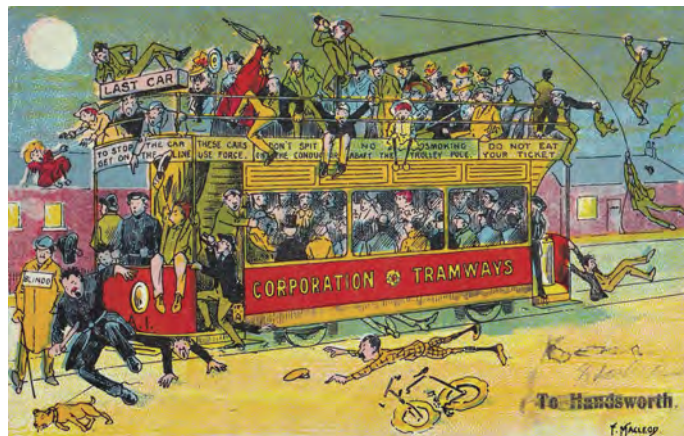
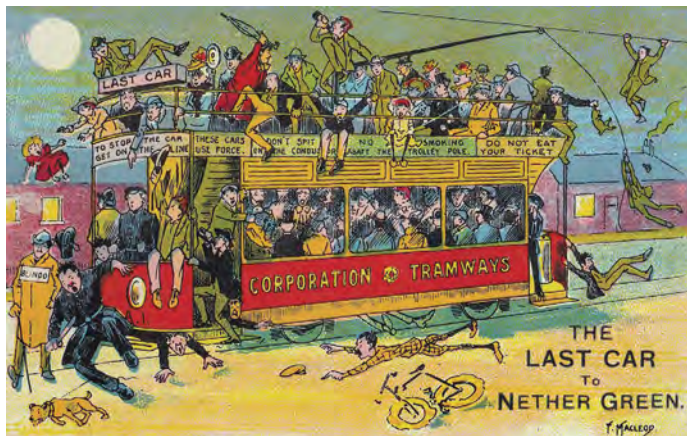
SPOT THE DIFFERENCE

Right, time to spot the difference with these two postcards from well before the era of political correctness.

Punters deeply impressed that someone had bothered to create a postcard to mark

the last car to Nether Green in Sheffield (of the evening rather than the axing of the service it would appear) probably didn't know that exactly the same illustration had been introduced for Handsworth in Birmingham.

With child neglect (little girl in red dress falling from tram) animal cruelty (rabbit being dangled) battery (formidable lady with umbrella on top-deck), heavy drinking and ridicule of blind people, we think it might have been wise to catch an earlier service!

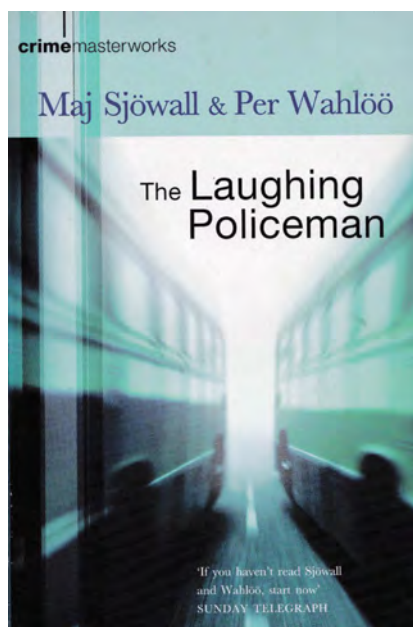


WOMEN AT WAR

A refreshing change from the 'even a woman can drive it' attitude which persisted into the 1970s, an advert in this 1943 issue of *Bus Transportation* simply states that the East Bay Transport Company has found 'women proficient in driving easy-handling Whites'.

POLICE MATTER

This book isn't about a certain 'jolly red-faced man' of Charles Penrose's legendary song. This is a novel about the shooting of passengers on a Stockholm bus including detective Ake Stenstrom. It's one of ten books about investigations by Detective Martin Beck, and was first published in 1968. We wonder about the identity of the bus on the cover — looks like a 1950s Harrington-bodied coach!



MARCH 1943

In This Issue:

- Motor Carriers set new Record in 1942.
- ★ Springfield, Mass. — Where the whole town rides buses.
- ★ Warworkers — How they share-the-ride in New Jersey.
- ★ Look Beyond the Figures — Final installment of an article on accounting.
- ★ Training Manpower—Part II. Key to the labor shortage.
- ★ Traffic Agents — How C & L E trains 'em.
- ★ Check Your Bags — How the parcel locker service has grown.
- ★

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BUS TRANSPORTATION

Transportation for Victory

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White

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UP THE ALBION

Here's an atmosphere scene, apparently from a County Durham taken over by rather stern looking ladies.

The rather ancient-looking Albion was in the Armstrong's of Ebchester fleet and the scene is, we are informed, Consett.

Despite the Co-operative store on the left-hand side

of the street looking like something from the 1930s The Ford Consul Mk2 further up the street suggests this picture dates from the late-1950s, but the Northern single-decker dates from a different era.

Soak up the scene. Imagine the Albion's engine ticking over musically and the County Durham accents. Note the lady presumably asking the driver for

directions through his open cab door, as a passenger makes her way gingerly down the steps.

Armstrong's began trading in 1926 and lasted into the 1990s. We've never heard of Aitches Ales though.

Sadly the photographer is unknown, but we reckon that some of those ladies do not seem too happy at having been included in the picture.



DOWN THE PAN!

Well, here you have it: irrefutable proof that, despite our earlier remarks, bus preservation is going down the pan. It would save a lot of time and trouble, if readers cut out the middleman and simply flushed their hard-earned cash away directly!

Seriously though, what better way than this for the East Anglia Transport Museum to raise money to rebuild its toilet block? Please give generously . . .



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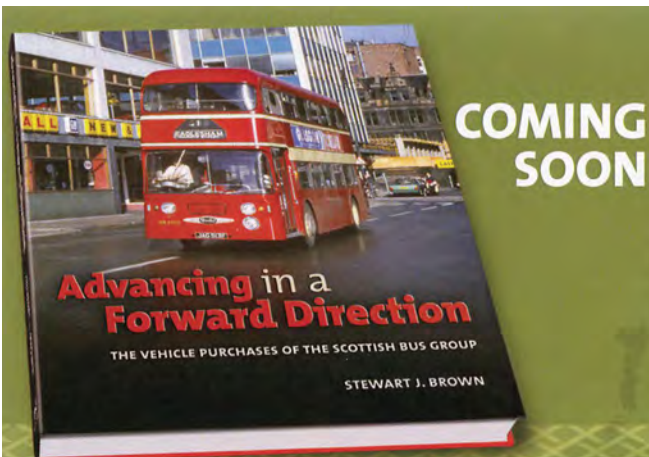
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MISCELLANEOUS ARTEFACTS FOR SALE

Used traction poles (40) lying at Ipswich Transport Museum for ongoing tramway trolleybus use only. Viewing by appointment. Written offers and proposed usage to be received by 31 October 2017 for all or part lots. Buyer collects! Contact Eric Mouser on 07768 731435.

EVENTS

EVENT ORGANISERS: Please send details of your events direct to Sandra Lamb for inclusion in this column as soon as possible, and in all cases at least three months in advance of the date of the event. We regret that otherwise we cannot guarantee inclusion. E-mail presbuses2@btinternet.com or by post to 12 Redland Close, Aldermans Green Industrial Estate, Coventry, CV2 2NP.

SUNDAY 3 SEPTEMBER

Museum of Transport Greater Manchester Trans Lancs Transport Show. Heaton Park, Manchester. Museum at Boyle Street, Cheetham, Manchester M8 8UW. Family friendly day out featuring classic and modern transport. Free heritage bus service between Museum and Heaton Park (Middleton Road Gates). For further details please contact the museum, telephone: 0161 205 2122 (Wednesday, Saturday, Sunday 10.00-17.00), e-mail: email@gmts.co.uk or visit www.motgm.co.uk

Glasgow Vintage Vehicle Trust Open Sunday. Bridgeton Bus Garage, for events the public entrance is in Broad Street, Glasgow. Open: 11.00-16.00. Admission prices: Adults £ 3.50, Child/OAP £2, Family £ 8. For further details contact: Glasgow Vintage Vehicle Trust (Scottish Charity No. SC034066), 76 Fordneuk Street, Glasgow, G40 3AH. E-mail: info@gvvt.org or visit the website: www.gvvt.org.

Leicester Transport Heritage Trust Bus Running Day & Rally. 11:00-17:00. Free heritage bus services running from Birstall Park & Ride site, Leicester LE4 4NP. Vehicle display and transport stalls. Stonegate Tram depot open day. Contacts: Leicester Transport Heritage Trust: www.ltht.org.uk, e-mail: info@ltht.org.uk phone 07891 071908 or 0116 275 1642.

SATURDAY 9 SEPTEMBER

Winchester Heritage Open Weekend: Twilight Vintage Bus Services Several preserved buses from King Alfred and other former local operators will operate free journeys over traditional bus routes based on Winchester Broadway between 16:00 and 21:30. For further details please visit the website: www.fokab.org.uk or telephone 01737 823436.

SATURDAY 9 SEPTEMBER

Chingford, Royal Forest Hotel, Rangers Road, Chingford, London E4 7QH. Display of 1940s-1960s London buses, recreating the former bus terminus here which closed in September 1968 as a result of London Transport's 'Reshaping Programme'. With free rides on vintage buses around Epping Forest and bookstall selling special souvenir booklet, as well as other books and photographs of historic buses and railways. Approx. 5min walk from Chingford bus and railway stations. London bus route 397 stops nearby. Open 10.30-17.00. Further details of events, please send SSAE to: NLETE, 8 The Rowans, Palmers Green, N13 5AD or e-mail: nlevents@outlook.com

Oxford Bus Museum. Free Vintage bus rides around Oxford City Centre. Frequent service from 10.00 to 15.30. Oxford Bus Museum, Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Open 10.30-16.30. Details: 01296 337622 or visit: www.oxfordbusmuseum.org.uk

SATURDAY/SUNDAY 9/10 SEPTEMBER

Coventry Heritage Weekend. Scheduled tours visiting up to 15 locations using vehicles from Roger Burdett Collection plus visiting vehicles. Details from Roger on 07889 214236 or e-mail: rogerrbctc@aol.com

Aston Manor Road Transport Museum. Heritage Open Days. Free admission to the museum for this national event (no stalls). Museum located at Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. 10.30-16.00. Enquiries: 01922 454761, website: www.amrtm.org or on Facebook (under the Museum name).

Museum of Transport Greater Manchester 'Heritage Open Days' at Boyle Street, Cheetham, Manchester M8 8UW. 10.00-17.00. Free admission and free heritage buses between the Museum, MoSI and People's History Museum. Further details from 0161 205 2122 (Weds, Sat, Suns 10.00-17.00), e-mail: email@gmts.co.uk or visit the website: www.motgm.uk

Southampton Heritage Open Days. Free bus rides (Southampton & District Transport Heritage Trust operated) as part of city-wide events. Details e-mail: info@shods.org.uk.

SUNDAY 10 SEPTEMBER

Birmingham Bus Bash. 1000-1700, at Cannon Hill Park, Edgbaston, Birmingham. Free Shuttle bus from the city centre, Sales Stalls, Food Stalls, and a display of Buses plus other attractions. Details: bus entries: 07877 516406, sales stalls: 07814 403173, general enquiries: 07909 637620. Organised by NX Historic Society in conjunction with YWBC & The Transport Museum, Wythall. Details: Bus entries Andy Walcott: noa462x.aw@gmail.com Stall entries: turland@btinternet.com general enquiries: andy.collett@nationalexpress.com

Epping-Ongar Railway 'Red & Green Rover'. A special Bus Running Day, featuring many of the buses that operated in the 1960s and 1970s together with a few unexpected visitors! Details: 01277 365200 or at www.eorailway.co.uk

South Yorkshire Transport Museum Open Day including South Yorkshire Transport Rally at South Yorkshire Transport Museum, Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. Open 10.30-16.00, shop and café open. Free heritage shuttle bus from Rotherham Bus Station (Stand C1) at 11.45, returning from Museum at 14.00. Admission £4, Concessions £2.50, Family £10 (max. two adults). Further details from: info@sytam.co.uk or Tel: 07852 298082. Details on website: www.sytam.co.uk/rally

Merthyr Festival of Transport at Merthyr Tydfil Leisure Centre, vehicle display and running day centred at the Leisure Centre. Timetabled roads runs to the Brecon Mountain Railway, Rhymney Brewery and new for 2017 Pontsticill following the old R.I. Davies service. Please look at the website (www.ctpg.co.uk) and Facebook page for updates or e-mail: info@ctpg.co.uk

Kent's Classic Car Show. For further details please see the website: www.kentsclassicarshow.co.uk

Severn Valley Railway, Bewdley, Worcs. 'Fares Please 2017' Classic Bus & Coach Day, Bewdley station, Severn Valley Railway. More than 30 vintage buses on show, free entry with your train ticket. Details: www.svr.co.uk Vehicle entrants/stallholders contact Andrew Hawthorn, 07775 746926.

Romney, Hythe & Dymchurch Railway Bus Rally. For details telephone: 01797 362353, e-mail: info@rhdr.org.uk or see website: www.rhdr.org.uk

Blackpool Vehicle Preservation Group Static show for buses, commercials and militaries, with judging. Fairhaven Lake, Lytham St Annes FY8 1BD. Details: e-mail: bvpg@hotmail.co.uk or visit: www.bvpg.co.uk

Liverpool. Merseyside Transport Trust annual Liverpool Running Day. Buses operating throughout the day around south Liverpool. More information will be available at: www.mttrust.co.uk Programme available in advance or on the day.

Crosville Bus Rally. Helicopter Museum, Locking Moor Road, Weston-super-Mare. The Helicopter Museum offers covered accommodation and outdoor display areas as well as free on-site parking. Owners of buses, cars, commercial vehicles and traction engines, are invited to enter. Forms and further details available on the Crosville website: www.crosvillemotorservices.co.uk

SATURDAY 16 SEPTEMBER

The Trolleybus Museum at Sandtoft. Trolleyday. Sandtoft, nr Doncaster. Details: 01724 711391 or visit: www.sandtoft.org.uk

10th Kingsbridge 7ft 6in Vintage Bus Running Day, Kingsbridge bus station, The Quay, enjoy the beautiful scenery and coast of the South Hams on services to Bigbury, Hope Cove, Slapton, Salcombe, East Portlemouth, South Pool, Totnes, Thurlestone with additional timings, duplicates and new routes for 2017. Contact: Colin Billington, Ledger Farm, Forest Green Road, Fifield, Maidenhead, Berks. SL6 2NR, phone: 07990 505373, e-mail: enquiries@tvagwot.org.uk website: www.tvagwot.org.uk for entry forms and details of programme availability before the event.

National Tramway Museum Tram Day. Also Model layout. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Details: e-mail: enquiry@tramway.co.uk, telephone 01773 854321 or visit: www.tramway.co.uk

SUNDAY 17 SEPTEMBER

St Helens. North West Museum of Road Transport Family Day. Face painting, story telling, model railways, bus rides and lots more for everyone. 10.00-16.00. Free Heritage Bus Rides, light refreshments. Museum is near St Helens Central rail and bus stations Free car parking nearby. Admission: Adult £4.25, Concessions £3.25, Children 5-17 £2.50, Family (2+2) £12.50. Further information from website: www.nwmort.co.uk or Tel: 01744 451681. North West Museum of Road Transport, The Old Bus Depot, 51 Hall Street, St Helens WA10 1DU.

The Trolleybus Museum at Sandtoft. Trolleyday plus Vintage Coach Rally. Sandtoft, nr Doncaster. Details: 01724 711391 or visit: www.sandtoft.org.uk

Oxford Bus Museum Vintage bus rides. 10.30-16.30 with bus rides at 12.15 and 14.45. Station Yard, Long Hanborough, Oxfordshire OX29 8LA. Details: 01296 337622 or visit: www.oxfordbusmuseum.org.uk

SHOWBUS International, Donington Park, Leicestershire. Details: www.showbus.com

SATURDAY/SUNDAY 23/24 SEPTEMBER

The Trolleybus Museum at Sandtoft. Weekend Trolleydays plus 2-Day Steam Rally. Sandtoft, nr Doncaster. Details: 01724 711391 or visit: www.sandtoft.org.uk

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Photo: Ken Jones

More Information:

T: 07990 505373 (Colin Billington)

E: enquiries@tvagwot.org.uk

W: www.tvagwot.org.uk

Organised by the Thames Valley & Great Western Omnibus Trust (TV&GWOT). Registered Charity No. 1125980

SATURDAY/SUNDAY 23/24 SEPTEMBER

East Anglia Transport Museum Trolleybus Weekend. Sat: 12.00–21.00 and Sun: 11.00–17.00. All available vehicles will be running; as the nights are beginning to draw in, we will be running after dark on Saturday, when the Museum takes on a very special atmosphere under the streetlights. Free park & ride and bus services to Beccles and Lowestoft as well as BBQ in the park. Trade stands, static exhibitions and visiting vehicles. East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. Tel: (01502) 518459, e-mail: admin@eatransportmuseum.co.uk Website: www.eatransportmuseum.co.uk

SUNDAY 24 SEPTEMBER

Museum of Transport Greater Manchester 'Standard Triumph Car Day' at Boyle Street, Cheetham, Manchester M8 8UW. Museum open 10.00–17.00. Selection of classic Standard and Triumph cars on display until approx. 15.00. Further details from 0161 205 2122 (Weds, Sat, Sun 10.00–17.00), e-mail: email@gmts.co.uk or visit the website: www.motgm.uk

Amberley Museum & Heritage Centre Autumn Bus Show and Running Day. Vehicles on display, running within the museum grounds, stalls. Refreshments available. Amberley Museum & Heritage Centre, Bury, West Sussex BN18 9LT. Details: Tel: 01798 831370, e-mail: office@amberleymuseum.co.uk Website: www.amberleymuseum.co.uk

FRIDAY/SATURDAY 29/30 SEPTEMBER

London Transport Museum, Depot Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, I18-120 Gunnersbury Lane W3 9BQ. All tours last for approximately two hours. Tickets must be pre-booked online or via our Ticket Office on 0207 565 7298 (open 10.00-17.30 daily) Adult £12, Concession £10, under 16s must be accompanied by an adult. Tickets must be pre-booked. Details: 020 7565 7298 or visit: www.ltmuseum.co.uk

SATURDAY 30 SEPTEMBER

Chepstow Red and White day at the Old Ferry Inn, Beachley, Chepstow. Bus trips and sales stalls. Further details: Robert Edworthy 07929 940958.

SUNDAY 1 OCTOBER

Warminster Vintage Bus Running Day 1000-1700. Free bus and coach services from Warminster bus station plus (weather permitting) open-top trips around the town. Some 30 vehicles are expected to work through the scenic Wiltshire countryside. Free feeder services from many local towns. Event sponsored by the Go-Ahead Group. Details on: www.warminstervbrd.wordpress.com Free leaflet available after 1 May by sending a stamped addressed envelope (marked 'Warminster VBRD') to UK Transport Services, 4 Saxon's Acre, Warminster BA12 8HT.

Yorkshire Air Museum Heritage Bus Rally in association with Thornes Independent Coachways at Hemingborough. Thornes will organise the entries of around 30 classic coaches and the event consists of a Heritage Run, culminating at the Museum. Excursions to the nearby Derwent Light Railway centre. The Allied Air Forces Memorial and Yorkshire Air Museum is at Elvington, York, YO41 4AU. Further details: www.yorkshireairmuseum.org, call: 01904 608595 or e-mail: museum@yorkshireairmuseum.org

Amersham and High Wycombe Running Day. Our 29th event encompassing the Amersham area, special emphasis this year however at High Wycombe as this weekend also marks the 40th Anniversary of the closure of the LT garage here. A number of former High Wycombe Garage operated routes will be operated for this event. Further details: Amersham & District Motorbus Society, 68 Hitcham Road, Taplow, Maidenhead SL6 0LZ or e-mail: info@amershammotorbussociety.co.uk or on Society website: www.amershammotorbussociety.co.uk

Wirral Bus & Tram Show, Wirral Transport Museum, Taylor Street Birkenhead 10.00–16.00. The event is open to all buses etc. Details from John Nolan, 21 Meadow Street, New Brighton, Wallasey, Merseyside CH45 9JU. Phone: 0151 639 4929 or e-mail: Johnnolan201@talktalk.net

SATURDAY 7 OCTOBER

Ipswich Transport Museum Classic Vehicles Day. An event celebrating classic cars and light commercials. Includes a special display of visiting vehicles, and free bus tours of the local area. 11.00–16.00. Admission: Adult £7, Child £4.50, Concessions £6, Family £20. Details: Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Tel: 01473 715666, e-mail: enquiries@ipswichtransportmuseum.co.uk or visit: www.ipswichtransportmuseum.co.uk

SATURDAY/SUNDAY 7/8 OCTOBER

Glasgow Vintage Vehicle Trust Open Weekend Bridgeton Bus Garage, Fordneuk Street, Glasgow, 10.00–17.00. Sales stalls, visiting vehicles, Clippie's Café. Stallholders and a limited number of visiting vehicles are welcome but must register via website or address below. Frequent free bus service linking Bridgeton Garage, Glasgow city centre and the Riverside Museum. Admission: Adults £6, Child/OAP £4, Family £15. Weekend pass (adults only £10). Details: Glasgow Vintage Vehicle Trust (Scottish Charity No. SC034066), 76 Fordneuk Street, Glasgow, G40 3AH. E-mail: info@gvvt.org Website: www.gvvt.org

SUNDAY 8 OCTOBER

South Yorkshire Transport Museum Open Day at South Yorkshire Transport Museum, Unit 9, Waddington Way, Aldwarke, Rotherham S65 3SH. Open 10.30–16.00, shop and café open. Free heritage shuttle bus from Rotherham bus station (Stand C1) at 11.45, returning from Museum at 14.00. Admission £4, Concessions £2.50, Family £10 (max. two adults). Further details from: info@sytym.co.uk or Tel: 07852 298082. Website: www.sytym.co.uk

The Transport Museum Wythall. Birmingham Bus Birthday. Marking 20 years since WMPTE's Fleetlines operated and 40 years since Birmingham's rear entrance buses ran. Bus and miniature train rides, sales stands. Museum open 10.30–17.00 (last admission 16.30). Museum bus service 750 operates from Holloway Circus (Suffolk Street Queensway, near New Alexandra Theatre), central Birmingham, at 10.30 and 11.45 (fare £2.50 each way) and from Maypole at 10.50 and 12.05. Admission: £7 adult, £3.50 child. Family tickets available. Admission and all-day bus riding ticket: £12 adult, £6 child. For further details contact the Transport Museum, Chapel Lane, Wythall B47 6JX. Telephone: 01564 826471, e-mail: enquiries@wythall.org.uk or visit website: www.wythall.org.uk

Castle Point Transport Museum Open Day, Point Rd, Canvey Island, Essex. Details: 01268-684272.

Yorkshire Dales Vintage Bus & Coach Running Day, Skipton. Details: Aire Valley Transport Group, www.avtg.co.uk

SATURDAY 14 OCTOBER

Samuel Ledgard Society 13th Annual Transport Collectors' Fair & Running Day. 50 years to the day since our beloved Ledgard buses returned to their respective depots for the very last time after a full service to the public that day. As part of the day's commemoration we hold the usual Transport Collectors' Fair at Pudsey Civic Hall, Cote Lane, Dawson's Corner, Pudsey, near Leeds, LS28 5TA with the usual mix of up to 100 tables selling all manner of transport memorabilia. 10.00–15.00. Admission £1. Complementing this will be a running day with free vintage bus services around the area departing on a regular timetable from outside the Civic Hall entrance door. Times will be confirmed later. Seats can also be reserved on the re-enactment of the last Ledgard bus journey from Bradford Chester Street to Leeds complete with the famous 'incident' that befell this bus on that sad night. Enquiries: Barry Rennison, tel: 0113 236 3695 email: rennison@cc-email.co.uk www.samuelledgardsociety.org.uk

Theydon Bois Transport Bazaar & Vintage Bus Display, Theydon Bois Village Hall, Coppice Row, Essex CM16 7ER. Five minutes' level walk from Theydon Bois Central Line Station, (LU Zone 6). Up to 40 stalls selling all kinds of bus and railway memorabilia, books, photos, maps, timetables, etc. Approx. 20 vintage buses on display, some giving free rides around Epping Forest, subject to vehicle and crew availability. Open 11.00–15.30. Admission £3 (accompanied children free). Refreshments available. **No public car parking.** Further details of events, please send SSAE to: NLETE, 8 The Rowans, Palmers Green, N13 5AD or e-mail: nlevents@outlook.com

SATURDAY/SUNDAY 14/15 OCTOBER

Isle of Wight Classic Buses, Beer and Walks Weekend 2017.

Organised by the Isle of Wight Bus & Coach Museum in conjunction with CAMRA. Full details on website: www.iwbeerandbuses.co.uk
Buses will be running to and from multiple locations on the Island with at least three "interchanges".

SUNDAY 15 OCTOBER

Samuel Ledgard Society. Samuel Ledgard joint West Yorkshire Running Day. Also to commemorate the 50th anniversary of the demise of Ledgard buses today we now move to Otley for another free bus service running day to mark the takeover date of Ledgard's by the West Yorkshire Road Car Company. Departing from outside the bus station a timetable of routes is being planned and will be operated by a guest Ledgard bus and preserved West Yorkshire vehicles, commencing approx 10.30. We will have a base at our Otley headquarters the Rose and Crown on Bondgate with a social meeting and buffet later in the day. Enquiries: Barry Rennison, phone: 0113 236 3695 email: rennison@cc-email.co.uk Website: www.samuelledgardsociety.org.uk

Aston Manor Road Transport Museum 'Autumn Leaves Running Day'. Final running day for this year with guest vehicles travelling to various local destinations, stalls also present. Museum located at Shenstone Drive, off Northgate, Aldridge, West Midlands WS9 8TP. 10.30–16.00. Admission: £5 Adults, £2 Child, Family £13 (includes event guide). Enquiries: 01922 454761, website: www.amrtm.org or on Facebook (under the Museum name).

The Trolleybus Museum at Sandtoft. Trolleyday plus Isle of Axholme Running Day and Rally. Sandtoft, nr Doncaster. Details: 01724 711391 or visit: www.sandtoft.org.uk

SATURDAY 21 OCTOBER

Portchester, nr Fareham, Hants. The Provincial Society's 10th Annual Indoor Transport Fair at Portchester Parish Hall, near Assheton Court, PO16 9PY, off Castle Street (half mile from railway station). 10.30–13.00. Admission £1. Books, photographs, DVDs, models plus light refreshments. For details please visit the website: www.provincialsociety.org

Ipswich Transport Museum Wheels by Lamplight. 17.30–21.00. An unusual and atmospheric event, as enthusiastic collectors illuminate the museum with hundreds of old oil and paraffin lamps. Enjoy a special evening and leave with a warm cosy glow. (PLEASE NOTE: Children cannot be admitted to this event). Admission charge £7 Adult/Concessions. Further details from Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich IP3 9JD. Tel: 01473 715666, e-mail: enquiries@ipswichtransportmuseum.co.uk or visit: www.ipswichtransportmuseum.co.uk

SATURDAY/SUNDAY 21/22 OCTOBER

Museum of Transport Greater Manchester. 1960s Weekend. Special event celebrating Greater Manchester's buses from the 1960s. 10.00–17.00. Buses on display and free heritage bus rides. Museum at Boyle Street, Cheetham, Manchester M8 8UW. Free heritage bus service to & from Manchester Victoria every 20min. 09.50–16.50. Further details: 0161 205 2122 (Wed, Sat, Sun 10.00–17.00), e-mail: email@gmts.co.uk or visit www.motgm.co.uk

SUNDAY 22 OCTOBER

London Bus Museum's Transportfest 2017. 10.00–17.00. Brooklands Road, Weybridge, Surrey (Sat Nav: KT13 0SL). Free parking at Museum. Details: Tel: 01932 837994, e-mail: londonbusmuseum@btinternet.com Website: www.londonbusmuseum.com

MONDAY–SUNDAY 23–29 OCTOBER

National Tramway Museum 'Starlight Spectacular'. 10.00–17.30 daily. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Details: e-mail: enquiry@tramway.co.uk, telephone 01773 854321 or visit: www.tramway.co.uk

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FRIDAY/SATURDAY 27/28 OCTOBER

London Transport Museum, Depot Discovery Tours at Acton Depot. Museum Depot, Acton Town, 2 Museum Way, I18-120 Gunnersbury Lane W3 9BQ. All tours last for approximately two hours. Tickets must be pre-booked online or via our Ticket Office on 0207 565 7298 (open 10.00-17.30 daily) Adult £12, Concession £10, under 16's must be accompanied by an adult. Tickets must be pre-booked. Details: 020 7565 7298 or visit: www.ltmuseum.co.uk

SATURDAY 28 OCTOBER

East Anglia Transport Museum Halloween. 14.00-19.00. Free witch hunt for the children with a prize for every child. The late running of our trams trolleybuses and train into the evening will be a chilling experience for all as the woods come alive with the spirits of Alhallows Eve when it gets dark! Free park & ride. East Anglia Transport Museum, Chapel Rd, Carlton Colville, Lowestoft, Suffolk NR33 8BL. Telephone (01502) 518459, e-mail: admin@eatransportmuseum.co.uk or visit website: www.eatransportmuseum.co.uk for full details.

The Transport Museum Wythall. Twilight Running Day. Turn the clock back with atmospheric rides on the classic buses. Museum open 11.00-19.00 (last admission 18.00). Museum bus service 750 operates from Holloway Circus (Suffolk Street Queensway, near New Alexandra Theatre), central Birmingham, at 11.45 and 15.40 (fare £2.50 each way); return journeys from Wythall depart 15.00, 16.20 and 18.30. Admission: £7 adult, £3.50 child. Family tickets available. Admission + all-day bus riding ticket: £12 adult, £6 child. For further details contact the Transport Museum, Chapel Lane, Wythall B47 6JX. Telephone: 01564 826471, e-mail: enquiries@wythall.org.uk or visit website: www.wythall.org.uk

SATURDAY/SUNDAY 28/29 OCTOBER

The Trolleybus Museum at Sandtoft. Weekend Trolleydays. Sandtoft, nr Doncaster. Details: 01724 711391 or visit: www.sandtoft.org.uk

SUNDAY 29 OCTOBER

Keighley Bus Museum Open Day and Twilight Running. Large transport collectors' fair, large selection of buses on free-to-use heritage bus service around the local area, an ideal opportunity to photograph buses in the early evening with their lights on, refreshments and toilet facilities available in the museum. 12.00-19.00. Keighley Bus Museum Trust is at Unit 5, River Technology Park, Riverside, Keighley BD21 4JP. For more details or to enter a vehicle or sales stall please contact 07546 704558, e-mail: enquiries@kbmt.org.uk or visit: www.kbmt.org.uk

St Helens North West Museum of Road Transport Autumn Heritage Bus Running Day. Museum open 10.00-16.30. Enjoy free rides on different routes around St Helens on some of our historic buses and visiting vehicles into the twilight zone! Stalls selling transport books, photos, models etc. in the Museum. Museum is near to St Helens Central rail and bus stations Free car parking nearby. Admission: Adult £4.25, Concessions £3.25, Children 5-17 £2.50, Family (2+2) £12.50. Further information is available from our website: www.nwmort.co.uk or Tel: 01744 451681. North West Museum of Road Transport, The Old Bus Depot, 51 Hall Street, St Helens WA10 1DU.

Swansea Bus Museum Autumn Running Day. Wrapping up our 2017 Rally season. Join in with our bus trips and see a wide range of buses and visiting exhibits. Trade stalls and refreshments provided. Adults £5, members and under 16s FREE. SAI Business Park, Langdon Road (East), Port Tennant, Swansea SA1 8QY. Details on our website: www.swanseabusmuseum.com e-mail: SwanseaBM@outlook.com or Tel: 01792 732832.

MONDAY-SUNDAY 30 OCTOBER-5 NOVEMBER

National Tramway Museum Winter Festival. 10.00-17.30. Crich Tramway Village, near Matlock, Derbyshire DE4 5DP. Details: e-mail: enquiry@tramway.co.uk, telephone 01773 854321 or visit: www.tramway.co.uk

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**SATURDAY OCTOBER 28th
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at Sandtoft

The Trolleybus Museum, Belton Rd, Sandtoft DN8 5SX

Event organised by Doncaster Omnibus and Light Railway Society with Sandtoft
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STC Ltd. is a registered Charity No. 514382. All services operate free of charge.
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Lincolnshire Road Transport Museum, Whisby Road
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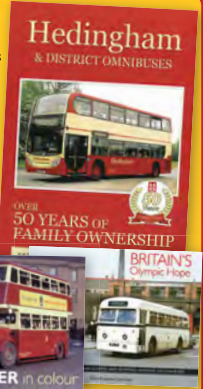
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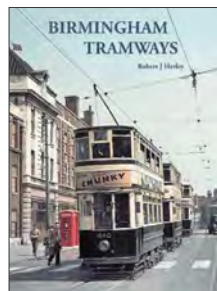
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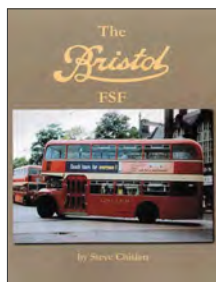
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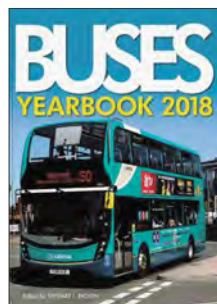
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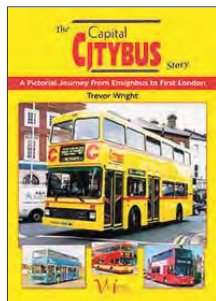
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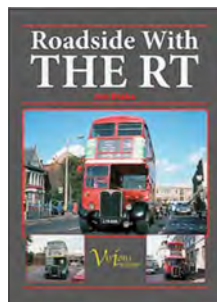
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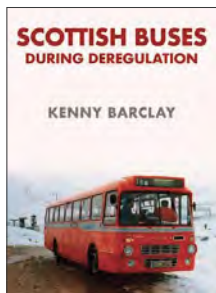
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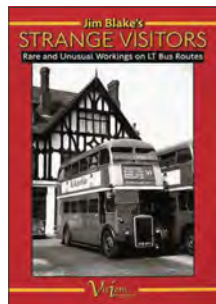
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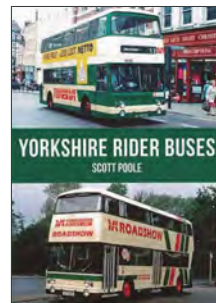
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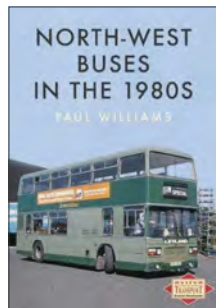
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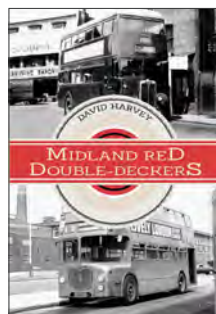
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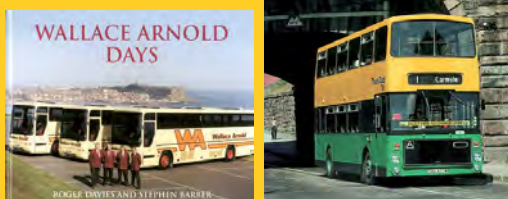
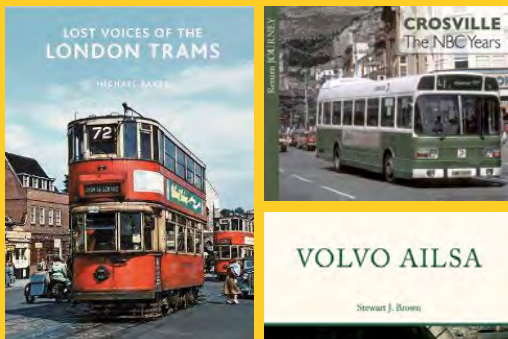
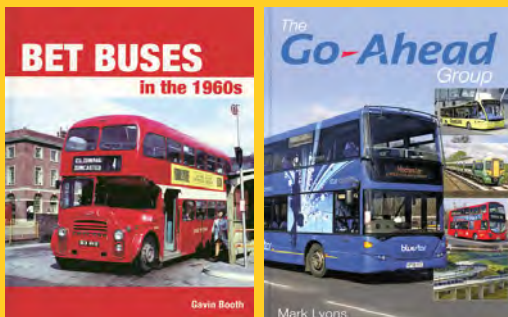
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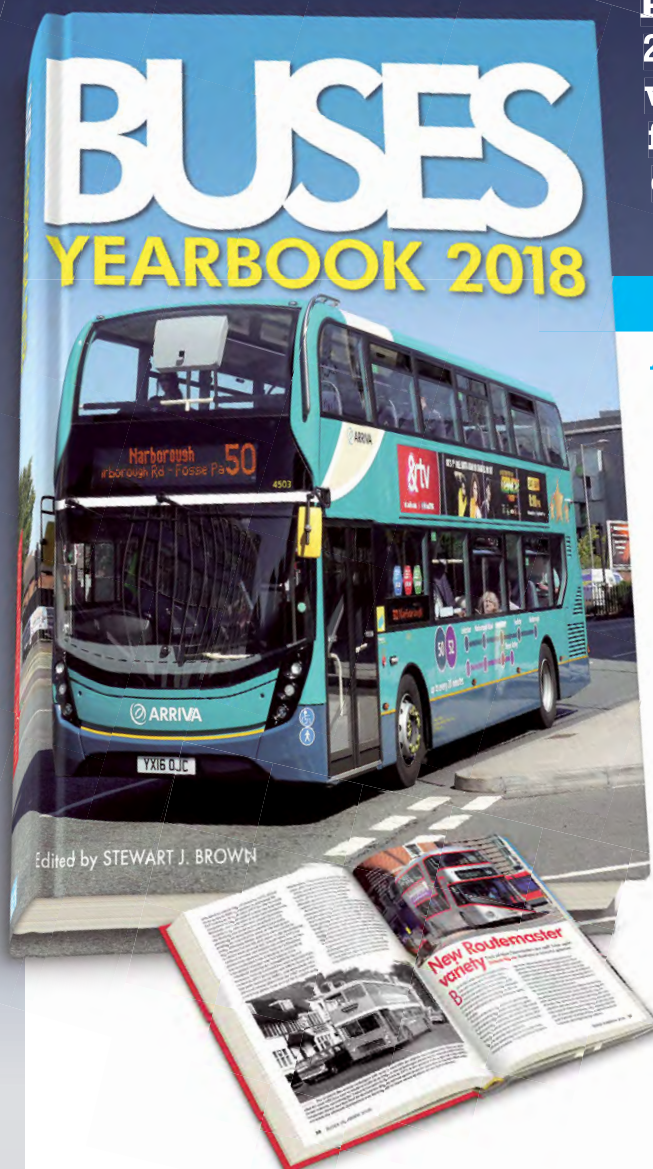
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WELCOME! In this guide, we have included what we believe to be a comprehensive list of societies based on the most up-to-date information we have. Should your information

be incorrect, please let us know as soon as possible. Please help to improve accuracy and become more comprehensive by keeping us informed of changes. PHILIP LAMB

Below: Seen here in Taunton, Bath Tramways (OHY 938), a lowbridge 1952 Bristol KSW6B is part of the Bristol Omnibus Vehicle Collection.. All pictures: PHILIP LAMB



The 500 Group: Preserving Teesside's Transport Heritage. We are a long established group for bus enthusiasts interested in the operations of Stagecoach on Teesside and its predecessor, Cleveland Transit. We own four vehicles that are native to Teesside; two are fully restored and operate successfully on a program of summer events. One is currently being restored by our own membership and one is awaiting its turn for similar treatment. The Group hold regular meetings on the last Tuesday in each month at the New Moon Club, at the Green, Billingham. Meetings include slide shows, video presentations and talks by invited speakers on a variety of transport subjects. If you are interested in buses on Teesside we are the people for you. New members are always made welcome and should call: 01642 782796 or e-mail: details-500group@ntlworld.com

The AEC Society, for the appreciation, preservation and documentation of the products of The Associated Equipment Company Ltd. Membership costs £20 per year (£23 overseas). For further details contact Howard Berry, 7 Donaldson Drive, Cheswardine Shropshire TF9 2NY, 0750 4974776, email membership@aecsociety.com or visit www.aecsociety.com

Aldershot & District Omnibuses Rescue & Restoration Society. Formed in 1996 to rescue and restore two 1928 Dennis 'E' buses, it has grown into a charity with eight A&D buses. A small team concentrate on restoration work but all members receive a bi-annual newsletter. Membership is £15 per year. Details of how to join are on the ADORRS website: www.adorrs.co.uk. There are now 11 newsletters available on the site and more may be added. ADORRS is a charity.

Amersham & District Motorbus Society is a friendly local society formed in 1989 to cater for the needs of all bus enthusiasts in Southern Buckinghamshire, East Berkshire and surrounding areas. We offer regular trips from the High Wycombe/Amersham areas (often in a preserved ex LT vehicle) to bus rallies and places of transport interest, winter indoor meetings and a regular newsletter. We also organise the annual Vintage Bus Running Days at Amersham, Slough/Windsor and Hemel Hempstead. Interested? Please write (enclosing an SAE) to John Hutchinson, 58 Poles Hill Road, Uxbridge, Middlesex UB10 0QB. Or visit our website: www.amershammotorbussociety.co.uk

The Ayrshire Bus Group is a group of Ayrshire locals who discuss anything regarding buses in the Ayrshire area. This includes A1 Service, AA Motor Services/AA Buses, and any other companies (past or present) locally. Main interests include history (words/pictures), buses that have run, services that have operated and much more. For more information, telephone 07984 982446 or visit our website: www.ayrshirebusgroup.co.uk

The Barrow Transport Group is the support group of the Barrow Transport Museum Trust, a charity whose aim is to create a museum dedicated to the transport history of Furness and South Cumbria. The Trust's collection consists of mainly former Barrow Corporation vehicles, the majority of Leyland manufacture but also two rare tri-axle Talbot minibuses — surely the largest preserved collection! Our vehicles regularly attend rallies and events throughout the north of England. Members are welcome to participate in vehicle restoration projects, fundraising, social and community events. For those who are less 'hands on' or further away newsletters are produced periodically to keep them informed of our activities. Membership costs £10 per year, details from: The Membership Secretary, 15 Kentmere Grove, Morecambe, Lancs LA4 5UF or e-mail: btg-online@hotmail.co.uk

The Bedford Enthusiasts Club. Formed in 2013 for both owners and enthusiasts of Bedfords and other associated historical GM-manufactured vehicles. The BEC aims to keep the Bedford legend alive by providing a forum for owners and enthusiasts, to interchange ideas and spares and to create a social structure for members to enjoy. Contact: The Bunker, Airfield Way, Hooton Park, Ellesmere Port, Cheshire CH65 1BQ. Call: 07745 873491 or email info@tbec.info For more information: <http://bedfordenthusiastsclub.com>

The Black Country Museum Transport Group, c/o Black Country Living Museum, Tipton Road, Dudley DY1 4SQ has been in existence for almost 30 years. It was formed when the Wolverhampton Trolleybus Preservation Group moved, with its two trolleybuses, to the Museum, where it proceeded to erect almost one mile of 'overhead', thus becoming the world's only double-decker trolleybus service - a title it still holds today. Membership is open to everyone, with membership fees of £8 per year for adults, £5.50 per year for under 16's, £21 per year Family membership and Life membership at £160. We meet at the BCLM every Wednesday and Sunday for preservation work, and operate the trolleybuses on Sundays and Bank Holidays. We also have a number of motorbuses, most of which are in various stages of restoration. Membership application forms are available from our Membership Secretary, 158 Yardley Fields Road, Birmingham B33 8QX. Please enclose an SAE for a swift reply.

The Blackpool Transport Omnibus Group. Formed in 2005. we own two Leyland Atlanteans and a Blackpool Metrorider, Fylde Blue Buses/Seagull Coaches 45 (B75 URN) which is the LAST registered and coach-seated Atlantean for the British home market now fully restored and Lancaster City Transport 222 (BFV 222Y) one of only three coach seated Atlanteans for this company being restored into original centenary livery. We are looking for active partners/share holders to come into our group and members who would like to participate in helping to restore our buses. For further info please contact Mr Michael Brady (Chairman) on 01253 348494 or visit our web site www.BlackpoolTransportOmnibusGroup.fotopic.com

Bradford Trolleybus Association. Our aim is to raise funds to commence the restoration of former Bradford trolleybus 758, currently residing at Sandtoft. This vehicle was the first in Britain to be fitted with flashing indicators. Our meetings are held at The Midland Hotel, Forster Square, Bradford on the second Friday of the month (except August) at 19.30, all welcome. For a sample of our quarterly magazine 'Trackless' please send two second class stamps to Gary Wilkinson, 59A Pentland Avenue, Clayton, Bradford, West Yorkshire BD14 6JF.

Bristol Vintage Bus Group is based near the city of Bristol. Its present members own a very interesting and varied collection of vintage Bristol Buses and a number of classic half-cab London Buses. All the buses are maintained and have been, or are being restored by members and friends throughout the whole year. During the rally season a variety of the Group's buses are driven to many interesting venues by members, with other members and friends on board. We are a fairly small group with quite a number of buses and could use a few more members. If you live in or around the Bristol area, and are interested in vintage buses, especially ex-Bristol vehicles, and would like to be involved in the maintenance, restoration and rallying of our fleet please contact Mike Stokes, Tel: 01454 319250, for further details.

The British Bus Preservation Group was formed in 1990 and has been responsible for rescuing a wide variety of classic buses and coaches, sometimes at extremely short notice. We are a largely informal and friendly group and aim to help with many of the usual problems facing vehicle owners, including finding spare parts and locating suitable accommodation. We are unusual amongst preservation organisations in having our own set of trade plates which permit members to move unlicensed vehicles legally. We publish a full-colour magazine four times a year. Annual subscription is £15 (£20 overseas). Membership Secretary: Steve Mortimore, 14 Hartwell Drive, Kempston, Bedford MK42 8UY (01234 855659); other enquiries to Chairman, Geoff Percy, 25 The Rise, Hillingdon, Middlesex UB10 0JL or e-mail: info@bbpg.co.uk Visit our website: www.bbpg.co.uk for more information.

British Minibus Preservation Group. New website about preserved minibuses at: <http://www.freewebs.com/britishminibuspreservation> I am compiling a list of surviving Metroriders and Sherpas, any information appreciated, contact BMPG at britishminibus@aol.com

British Trolleybus Society. Representing Britain's trolleybus heritage for half a century. The Society issues three monthly magazines: Trolleybus, with news of trolleybus developments at home and abroad; Bus Fare, with news of contemporary bus developments in the Reading area and Wheels, a commentary on public transport in West Yorkshire. For further details visit our website: www.britishtrolley.org.uk or write to BTS Secretary, 2 Josephine Court, Southcote Road, Reading RG3 2DG.

Cambridge Omnibus Society provides monthly meetings for bus and coach enthusiasts, often having industry professionals coming to talk about their company, and/or other bus historians/enthusiasts giving talks and slide shows. In addition we also organise trips to transport related events. Friendly society, new members very welcome. For further information please contact our membership secretary by email or see us on our sales stand at various events. Our meetings take place at 7.30pm on 2nd Wednesday of month (except June July/August) at the Friends Meeting House in Jesus Lane, Cambridge. Each month (except August) we produce a journal CAMBUS which features information and colour photographs. Our membership fee is £13 per year.

Cardiff & South Wales Trolleybus Project. Formed in 1992 the project is the only specialist trolleybus restorer in the Principality, working on the only Bruce-bodied trolleybus in the world and the last three-axle single decker built in the UK, both restorations are well underway. Membership is currently £13.50 per year, with six bi-monthly newsletters with meetings on the third Monday of each month in Cardiff. All skills are welcomed through to fundraising, admin and tea makers — if you relish a challenge, visits to our workshop can be arranged by contacting our Membership Secretary Keith Walker, 211, Hillrise, Llanedeyrn, Cardiff. CF23 6UQ or Tel: 02920 733206



King Alfred Plaxton-bodied Leyland Panther UOU 417 is seen on the Broadway, Winchester. DAVID JUKES

Cardiff Transport Preservation Group. Base is a 1930s purpose designed former Western Welsh bus garage, plus secure open or covered storage subject to agreement, and space available for dedicated people to work on vehicles. We restore buses and coaches to heritage vehicle standards. The group owns vehicles whilst others are owned by one or a group of members. We hold monthly meetings for members which during the summer include evening trips on heritage vehicles. We publish a journal on a periodic basis covering news on events and articles concerning vehicles and operators of our region, free to members. All members are encouraged to participate in Group events such as our Depot Open Days, the heritage and classic transport shows we organise and to attending events relatively locally to the region. By special advanced request, opportunities may be available to use examples of our heritage vehicle collection for photographic set-purposes, television or film use. Our depot at Barry is a working restoration, so generally we are only open to the public on Event days, however we try to accommodate an occasional visitor as members are about most Fridays and Saturdays throughout the year. If you wish to visit as a group party, please contact us in advance. Membership rate for 2016 is £20 per person or £25 for a family for one year, please contact our Membership Secretary clivewilliams107@outlook.com or write to 4 Jubilee Crescent, Sarn, Bridgend CF32 9SR.

Channel Islands Bus Society aims to keep members abreast of bus and coach developments in Jersey, Guernsey and Alderney, though we leave the Sark horse-drawn carriages to look after themselves! We produce an illustrated colour A5 newsletter four times a year. Separate sections cover operators in the Bailiwicks of Guernsey and Jersey and there is a preservation section to keep track of the many CI buses in Britain. In addition each issue usually includes one or more topical or historical articles on buses or their operation, or operators. There is also a series of Special Publications available to members, as well as a variety of videos, ephemera, timetables and CI bus related items (blinds, ticket machines etc) through our mail order shop. Subscriptions run for the calendar year and cost £12 for UK, £14 other EU countries. Request for a sample newsletter or subscription cheques/postal orders (payable to 'J. R. Young') should be sent to Dr J. R. Young, 67 Boston Avenue, Southend-on-Sea, Essex SS2 6JH.

The Classic London Bus Society provides day excursions for bus enthusiasts, using traditional London half cab buses wherever possible. We visit museums, depots and other collections of interest, some of which are not normally open to the public. The Society also runs trips to rallies in and outside the Capital, and uses appropriate vehicles to re-create long forgotten routes, both of the red and green variety. Our starting point is generally Central London. There is a one-off lifetime membership fee of £12.50, and new members are always welcome. Please see our website www.tclbs.org or write to Trevor Hawes, TCLBS, Cedar Croft, Ainger Road London NW3 3AU for further details.

The Coventry Corporation Transport Society. For everything Coventry Transport as we remember it. Free membership and an online form in our new up and running website at www.cct-society.org.uk, or contact the webmaster through the website, or e-mail: peterwalduck@btinternet.com

Crosville Enthusiasts' Club (1967). Interested in the operators in the former Crosville Motor Services area? Members are kept informed by a monthly illustrated magazine on the activities of Arriva North West and Wales plus First Potteries and smaller operators in the area. Also included are articles of current and historic nature. We have a programme of tours, visits and meetings throughout the year. For a sample magazine and membership details contact: John F. Baker, 13 Wepre Lane, Connahs Quay, Deeside, Flintshire CH5 4JR.

Dewsbury Bus Museum/West Riding Omnibus Museum Trust has an active band of like-minded enthusiasts working on a variety of preserved vehicles from the West Riding of Yorkshire. Operators include West Riding, Yorkshire Woollen, County Motors, South Yorkshire, Halifax Corporation, Huddersfield Corporation and others. The museum holds three open/running days each year in March, August and November. New members are always welcome. The museum building is usually open to members and potential new members every Monday and Saturday when restoration activity takes place and private group tours of the Museum can be arranged by contacting the museum Secretary. Potential new members are welcome to attend members meetings at the Royal Public House in Ravensthorpe on the third Monday each month at 7pm. To download a membership application form visit www.dewsburybusmuseum.co.uk (Please note the museum has no connection with the West Riding Bus Group)

The Devon General Society is for those interested in buses in Devon, past, present and future. The smart and colourful buses of Devon General were a much liked part of the South Devon scene for over fifty years since 1919. The Devon General Society was formed in 1982 to promote interest in the former Devon General company and its successors, also to stimulate the preservation of all aspects of the company's past for the benefit of future generations. For more information contact The Membership Secretary, 23 Barrack Road, Exeter, Devon EX2 5ED or visit: www.devongeneral.org.uk

Doncaster Omnibus & Light Railway Society was formed in 1958 by a group of local transport enthusiasts and in 1963 Doncaster Corporation entrusted the town's last trolleybus, No 375 to the society. Since then four Doncaster motorbuses have also been presented to us from the local transport authority, and a fifth has been donated to us by one of our members. Shortly after receiving the trolleybus, the society became involved with the creation of the Sandtoft Transport Centre, which has become an established working transport museum. This project and the restoration and preservation of our vehicles are now the primary concerns of the Society. Regular social meetings for discussions and slide shows are held on the first Saturday of every month, usually at St Georges Church House commencing at 19.30. During the summer months, we occasionally attend historic vehicle rallies with our buses. Outings to places of transport interest are arranged from time to time; details of our activities are circulated to members in our bi-monthly newsletter 'Fleet-Lines'. To join our society please send an SAE to DO&LRS Membership, Southview, High Street, Barnby Dun, Doncaster DN3 1DS or e-mail: mail@dolrs.org.uk or visit: www.dolrs.org.uk

East Kent Nostalgic Bus & Coach Trust is the only charitable organisation protecting traditional values in bus preservation, with the largest collection of genuine East Kent Road Car Company (EKRC) buses, coaches and artefacts. The Trust will ensure this collection is protected and continues to grow and be a focal point of local transport history in Kent. The Trust focuses on the people who played their part in the EKRC history, from the bus and coach drivers, conductors, inspectors and engineers who kept the vehicles travelling around Kent; to the staff working in the travel offices giving passengers journeys through the Garden of England; historical sights across the UK; and European tours in luxury coaches — all helping the Trust by telling their stories to build the definitive EKRC history. The Trust also offers FREE membership to ex-East Kent employees! However, the Trust is not just about preserving buses. The Trust will advance the education of the public by establishing one or more operational and static working museums, preserving and presenting the social engineering heritage of East Kent buses, coaches and artefacts for inspiration; learning; and research for the public benefit. You can find out more about our work on our website: www.eastkentnostalgicbusandcoach.com and in our Social Club membership newsletter 'Just the Ticket'. The Trust is protecting East Kent nostalgia for everyone. Join us as we take you on a journey into history and become a part of the East Kent Nostalgic Bus & Coach Trust future!

East Sussex Omnibus Society. The society was formed in 1988 by a band of dedicated enthusiasts with a desire to meet on a regular basis to discuss like-minded matters in a social environment. We meet on the 2nd Thursday of each month at the Westham Village Hall, Peelings Lane, Westham, East Sussex, BN24 5HE. A varied selection of topics and speakers are guaranteed with film or slide presentations. A bi-monthly magazine, BusTopics, is also produced containing various articles as well as news from operators in the south east. In summer we have a chance to ride on vehicles old or new for a trip out.

Eastern National Vehicle Owners Club and Friends of Eastern National. For all those with an interest in Eastern National, from owning a vehicle to just enjoying the history and riding the buses of Eastern National. The Eastern National Vehicle Owners Club has something for everyone including a quarterly newsletter, events and meetings. Membership is just £10 per year (UK Mainland only, others please contact us). For more details or to join visit www.envoc.org.uk or write to: The Secretary, ENVOC, Mr J. Benee, 8 Harvester's, Tolleshunt D'Arcy, Maldon, Essex CM9 8UF.



Taking part in this year's Middlesbrough event is Leyland National, National Welsh YFY 4M. PHILIP LAMB

Eastern Transport Collection Society. We are a preservation group located near Norwich which owns nine ex-ECOC Bristol vehicles dating from 1950 onwards. We attend rallies and events and issue a bi-monthly newsletter and magazine called Terminus. For more information or to join, please send A5 sae to ETCS, 64 Angel Rd, Norwich NR3 3HT or e-mail: mike.lingard@easternttransportcollection.org.uk Our website is: <http://www.easternttransportcollection.org.uk/> Registered Charity No.290666.

Essex Bus Enthusiasts Group. Vehicle and route news of all Essex operators in our monthly glossy illustrated magazine 'Essex Bus News' which also includes historical features, meetings, photograph sales, coach tours and timetable subscription service. Details and sample magazine from EBEG, 272 Shobury Road, Southend-on-Sea, Essex SS1 3TT. Visit our website: www.essexbus.org.uk

Edinburgh Transport Group our aim o is to promote an interest in public transport, encompassing buses, coaches, railway traffic and other vehicles. We meet regularly to discuss our interests in an informal friendly situation. Our Winter meetings, from September to April, are held indoors, and consist of slide shows, talks and presentations. Summer meetings, from May to August are normally bus trips to various locations on interesting vintage or modern buses hired for the occasion For more information, please see the website: <http://www.edinburghtransportgroup.org>

Friends of Classic London Buses of the Fifties. The 'Friends' was formed last year to continue the good work of the former RT/RF Register. It is primarily for owners of London Transport and London Country RT, RF, GS, TD and RLH classes of vehicle and (despite the title) other minority types such as the STLs, MB/SM classes and later classes as modern as the DMS and BL. The Friends produce up to ten newsletters per year, the main focus of which is maintenance and repairs, technical advice, spares and other aspects such as legislation. Other relevant topics and historical information is covered as space permits. Membership Secretary is David Thrower, 49 Ackers Road, Stockton Heath, Cheshire WA4 2DZ; e-mail: david.throwerwarrington@ntlworld.com Membership runs for 12 months from the date of joining so you can join at any time during the year. Membership rates are £15 for UK/Europe, £20 for the rest of the world. E-mail only membership is £7.50 (worldwide) but Broadband is advisable. Please make cheques payable to 'Friends of Classic London Buses of the Fifties'.

Friends of the East Kent (FotEK) was set up in 1999 to encourage the preservation of the memory of the old East Kent Road Car Company Ltd and the preservation of former vehicles, artefacts and information. We also organise social events for former employees and their families and keep members up to date with news and forthcoming events. We would love to hear from anyone that worked for the old East Kent Road Car at any garage be it Ashford, Canterbury, Deal, Dover, Folkestone, Hastings, Herne Bay, New Romney or Thanet (Westwood), to share your memories. Also if you work for the current Stagecoach in East Kent, or own a preserved East Kent bus or coach or are even just a fan of our maroon and cream buses and coaches please get in touch and maybe even join us. We are always looking to expand our membership and all are welcome. Please feel free to browse our website and pay a visit to our news and events page to see our latest developments and dates for our forthcoming events: <http://friendsoftheeastkent.weebly.com/> Membership is open to all, you don't even have to live in East Kent! The annual subscription is £7.50 for individuals or £10 for couples. For more information e-mail: ynt1944@talktalk.net or write to: Friends of the East Kent, 74 Trinity Place, Deal, Kent CT14 9HJ or telephone: 01304 381727.

Friends of King Alfred Buses (FoKAB) was formed in 1985 to assist James Freeman (current Chairman) in preserving two buses originally operated by King Alfred Motor Services (R. Chisnell & Sons) in Winchester. Since then, the collection has grown to 15 King Alfred buses and coaches which FoKAB aims to keep roadworthy. These are made available to the public at the annual Running Day in Winchester and at other events in southern England during the course of the year. FoKAB became a registered charity in 2000 and currently has 230 members. More are always welcome. Call 01737 823436, e-mail: Secretary@FoKAB.org.uk or www.fokab.org.uk or

GB Bus Group. Our enthusiasts' group was formed in 2006, in Birmingham, but its reputation has spread and we now have over 400 members across the country. Our members tell us the features they enjoy best in belonging to the Group are that it is friendly, provides a high quality 24 page monthly magazine 'Trident', the fact they can obtain a 20% discount on all our publications, can go on organised trips to depots and that the annual subscription is just £13.60. Our main objective is to provide reliable information to our members on fleet news, but the free magazine also includes details on bygone vehicles — a monthly article appears about disposals and there is a 'where are they now?' section. Why don't you join us? To join please visit our website or write to Hazel Roberts, 37 Abbey Place, Crewe CW1 4JR. We look forward to hearing from you. website: gb-bg.co.uk

Glasgow Vintage Vehicle Trust. The collection of around 100 buses and commercial vehicles is based at Bridgeton Bus Garage, a former corporation bus garage, in Fordneuk Street, Glasgow. Membership applications welcomed. The Trust will be supporting various other events during 2016. Details of these will appear on the Trust's website and will be provided to B&CP as they become available. Public transport: First Glasgow 43, 64 to road end or 18, 46, 263 to Bridgeton Cross (short walk) or ScotRail to Bridgeton (short walk). Details: Glasgow Vintage Vehicle Trust, 76 Fordneuk Street, Glasgow, G40 3AH. E-mail: info@gvvt.org Website: www.gvvt.org.

H&DW&D: The Heritage Collection of Hants & Dorset and Wilts & Dorset known simply as H&DW&D are a small group of members who have a collection of Bristol VR, RE and LH types that served with Hants & Dorset or Wilts & Dorset in either Tilling, NBC or privatisation era's. The vehicles are in varying conditions with some roadworthy, some under restoration, some laid up awaiting attention and some rescued and perhaps looking for a new future restoration home. Vehicles are not on public view but the roadworthy vehicles do attend as many appropriate events as possible. The members between them have a huge wealth of information, photographs and memorabilia from these operating companies. Please visit www.hwdheritage.org or e-mail: hwdheritage@gmail.com for any information required.

Harrogate Transport Touring Society provides monthly meetings on transport related topics and a series of tours throughout the year. Tours also pick up in Leeds and Bradford. A bi-monthly newsletter is published for members. For a sample newsletter and membership details contact The Secretary, HTTS, 9 Gordon Avenue, Harrogate HG1 3DH.

Historic Commercial Vehicle Society. Formed in 1958 the society caters for all types of commercial vehicles over 20 years old, including lorries, vans, buses and coaches, fire engines and steam vehicles. Monthly meetings are held throughout the country in East Anglia, South Midlands, East Midlands, South West, North East, West Midlands, North Midlands, Yorkshire and London & South East, where members are able to get to know each other and enjoy a wide variety of speakers or take part in outdoor events. For more information visit www.hcvs.co.uk or e-mail: hcvs2011@gmail.com

The Historic Commercial Vehicle Society (HCVS) London and South East Area welcomes new members. Area meetings are held on the first Tuesday of the month at Duncton Green Village Hall, London Road (A224), Duncton Green near Sevenoaks, Kent. Doors open at 19.30. For programme details or further information please telephone 01622 753783.

The Friends of the Ipswich Transport Museum is the organisation for all supporters and volunteers associated with the Ipswich Transport Museum. Membership is open to anyone interested in the museum and its activities. Members receive news of museum developments by means of our regular bi-monthly news journal, the 'Priory Press'. This publication contains details of the various restoration projects and maintenance work, general news items, colour photos, and various historical features in addition to members' reports. The Friends organise trips and attend rallies held in most of East Anglia, which are open to members as day trips advertised in the magazine. The Friends also organise social events in the year, including an annual meal and other less formal gatherings. Museum volunteers, most of which are members of the Friends of the Museum are essential for the day-to-day running of the museum. They carry out much of the vehicle restoration work and maintenance, as well as manning the tea rooms & shop, and acting as stewards. No particular skills are required by our volunteers, as a wide range

of tasks are available for willing hands. The Museum has a varied collection of transport including trams, trolleybuses and buses, all built or operated in the Ipswich area. If you prefer to remain an armchair supporter, you are equally welcome to join us and we are sure you will enjoy our magazine. To request a membership application form and a free sample.

Ipswich & District Historical Transport Society. Founded in 1963, this non-vehicle owning group meets between the months of September to May the following year, an annual excursion is also organised to a location with a transport interest. We invite local and national speakers to speak at our monthly meetings on their specialised transport subject of either Rail, Road, Air or Water. All our meetings are open to the general public with a small admission charge (which includes refreshments) being payable at the door, a yearly membership is also available. For further details contact the society Secretary, Mervyn Russen, 21, St. Leonards Road, Ipswich IP3 9AU. Tel 01473 414746 or visit our website at www.idhts.co.uk

Isle of Wight Bus Museum. Established in 1997, the Museum welcomes new members to help with the ongoing programme of vehicle restoration and ways to improve and make the museum even better. Just by taking out a membership subscription you are helping to fund the museum project. Additionally you will receive the quarterly journal 'The Enterprise' containing news and information about the museum with articles and photos reflecting on the past. Annual subscription is Adult £16.50, Senior Citizen/children under 16 years £13.50. Please write enclosing SAE to: Richard Newman (Membership Secretary), 9 St Johns Wood Road, Ryde, Isle of Wight PO33 1HP. Visit our website: www.iwbusmuseum.org.uk

The Leyland Society was formed in 1998 with the objective of promoting the study and recording of all Leyland products. Annual membership entitles you to our quarterly high quality magazine Leyland Torque and an annual Journal, an A4 magazine produced on high quality art paper featuring articles on Leyland activities in the home and export markets. If you are interested in Leylands then why not join those with similar interests and become a member of the Society. Membership is currently £20 per year and full details can be obtained from Mr David J. Moores, Membership Secretary, 10 Lady Gate, Diseworth, Derby DE74 2QF. We also produce our own publications on Leyland products and the new 'Fleet Series' books are proving very popular with enthusiasts. Our latest publication documents the activities of Ribble and their pioneering operation of double-deck coaches. For further details of the society, its activities, publications and organized events visit: www.Leylandsociety.co.uk

Leyland National Group. Formed in 1997 to cater for enthusiasts, operators, owners and preservationists of the Leyland National and its derivatives. Members receive many benefits including a colour illustrated quarterly magazine containing fleet news, preservation news, rally reports, profiles on preserved Nationals, articles, question and answers section, classified adverts, photographs and many other items of National interest. Members also get exclusive access to the Member's only area on the Group's website which contains hundreds of Leyland National pictures. UK membership 1 year: £12 (£8 over 60/under 16) 5 years (10% discount): £54 (£36 over 60). Cheques/POs made payable to 'Leyland National Group'. Enquire for overseas rates. Leyland National Group clothing and magazine back issues also available, see website or enquire for more details. For more information or to join send an SAE to: Leyland National Group (BCP), 27 Dukeshill Road, Bracknell, Berks. RG42 2DU; Tel: 01344 640095, E-mail: enquiries@leylandnationalgroup.org or visit www.leylandnationalgroup.org

Lincolnshire Road Transport Museum, Whisby Road, North Hykeham, Lincoln LN6 3QT. Home to a collection of over 65 vintage cars, buses and commercial vehicles dating from the 1920s to 1980s. There are also displays of transport history. Group and school visits welcome by arrangement.

Leicester Transport Heritage Trust is an organisation for those interested in the road transport history in the Leicester and Leicestershire area. For a membership fee of £20 per annum you receive the highly claimed quarterly journal 'Leicester Wheels'. Members can get involved with vehicle restoration and help research local transport history. Regular social meetings are held on a monthly basis in Leicester along with other transport events. For more details Membership Secretary 8 Ingrams Way, Wigston, Leicester, LE18 3TU. email info@ltht.org.uk www.ltht.org.uk

Liverpool & Lancashire Transport Society. We are a group of bus and commercial transport enthusiasts based at Holmeswood in Lancashire with over twenty five vehicles in our collection. The Society was formed to escape the politics of some societies which in our view were destroying our hobby. We issue four newsletters a year and offer our members the chance to work to broaden their skills or just plain enthusiasm on our vehicles. Write to our membership secretary for details (SAE please): Darren Kewley-Smith, 1 Lathom Avenue, Seaforth, Liverpool L21 1EB.

The London Bus Preservation Trust. Founded in 1972, this Registered Charity owns and operates London Bus Museum at Brooklands, Weybridge, Surrey which evolved from the former private museum at Cobham. The Museum is located near junction 10 of the M25 (A3). The Trust owns around 40 former London buses, coaches, service vehicles and associated small artefacts such as bus shelters and stops, covering the 1870s to the 1970s, of which some 30 are always on display with the remainder in the working fleet or under restoration. The Museum has provisional Accredited Museum status and is open daily, except over Christmas, under a joint admission ticket with Brooklands Museum. The Trust is renowned for the quality and accuracy of its restorations and a number of newly-rebuilt buses are scheduled to be re-launched during the next few years. As well as the vehicles, the Trust maintains an archive of material related to London buses such as its photographic & film collection, maps, timetables, engineering drawings, internal LT papers and books. The Museum holds a number of special events during the year of which the most notable is the annual Spring Gathering, held every April since 1974. Membership of the Trust stands at around 800 and is open to all who supports its objectives. Members receive numerous benefits including unlimited free entry to the Museum (and to Brooklands Museum), bus trips, a quarterly magazine and a monthly e-newsletter. The Museum is run by volunteers drawn from the ranks of the membership. Annual membership costs see our website www.londonbusmuseum.com or e-mail: londonbusmuseum@btinternet.com or write to Membership, London Bus Museum, Cobham Hall, Brooklands Road, Weybridge KT13 0QN. Tel: 01932 837994.

The M&D and East Kent Bus Club offers comprehensive information on Arriva, Stagecoach and all other operators in Kent and East Sussex. Membership facilities include our monthly magazine 'Invicta', a wide range of photos, fleet histories and other historical publications, tours, local meetings and preservation of our ex-M&D Bristol K6A. Details from 42 St Albans Hill, Hemel Hempstead, Herts. HP3 9NG or from our sales stand at local events.

The Greater Manchester Transport Society is the society for those interested in the development of road passenger transport in Greater Manchester. Volunteer members administer and operate the Museum of Transport in Manchester and run the Society's full calendar of events, held all year round, including the well-known Trans Lancs Rally. All support given is appreciated, whether it be maintaining the Museum exhibits or keeping the administration going. There are various levels of membership depending on how much time you want to commit but membership benefits for all include a bi-monthly Journal and free Museum admission, plus discounts in our well stocked shop full of diecast models, videos/CDs, and books. Write to the Membership Secretary, GMTS, Museum of Transport, Boyle Street, Cheetham, Manchester, M8 8UW, for an introductory pack, or e-mail email@gmts.co.uk. Visit www.gmts.co.uk for further information.

Manx Electric Railway Society. Formed almost 35 years ago in order to promote interest in, and the retention of the Isle of Man's Manx Electric Railway as a whole, at reasonable cost. Additionally, through the pages of our journal Manx Transport Review, the Society details developments within all of the Island's transport systems, including bus and coach operations and frequently features historic or special articles about the industry. Membership of the Society is due on April 1 each year and currently costs £8 per annum (Isle of Man & UK residents) or £10 per annum (Eire & rest of the world). Junior membership (under 18: please state age) is available at half the cost of ordinary membership. Details of the Society, including sample magazine, can be obtained from: Manx Electric Railway Society, PO Box 117, Douglas, Isle of Man IM99 1JS. E-mail: enquiries@mers.org.im; Website: www.mers.org.im



Seen at Taunton in May 2016 is Bristol VRT/SL3 Western National 1121 (VDV 1215). PHILIP LAMB

Merseyside Bus Club. Interested in buses on Merseyside and surrounding areas? Get to know local enthusiasts with similar interests by joining the Merseyside Bus Club. Monthly meetings in Liverpool with guest speakers, day tours to places of interest, annual week-long holiday tour. For joining details, free copy of our bi-monthly Review and sample tour itineraries please contact David Godsmark, 94 Edward Gardens, Martinscroft, Warrington WA1 4QT. For further information visit our website: www.merseysidebusclub.org

Merseyside Tramway Preservation Society was formed in 1960 by students from Liverpool University who wanted to save one of the Green Goddess tramcars, then operating in Glasgow. The Society's vehicles now operate on the 1.5-mile Wirral Heritage Tramway. Membership benefits include free travel on the Wirral Tramway and free admittance to the National Tramway Museum, Crich (except on special days) and a quarterly newsletter; our website is kept up to date with the latest news. Members are also encouraged to join our volunteer working parties at the Museum in keeping the fleet on the road. Coach trips and other events, including the annual Wirral Bus & Tram Show are also organised during the year. Details from Merseyside Tramway Preservation Society, Wirral Transport Museum, Taylor Street, Birkenhead or visit: www.mtpps.co.uk

The National Trolleybus Association was formed in 1963 to promote trolleybus preservation. We publish 'Trolleybus Magazine' six times a year, the world's foremost periodical on trolleybuses, to help preserve Bournemouth 202, our open-topper and running at Carlton Colville, Huddersfield 541, nearing restoration at Sandtoft, Hastings 45, built in 1928, Wolverhampton 654, the last Guy trolleybus built and Belfast 168, Ireland's last trolleybus. Membership and magazine subscription is available see our website. Please write to I. Martin, Membership Secretary, 2 St. John's Close, Claines, Worcester WR3 7PT for details and a free sample copy of our magazine or go to www.trolleybus.co.uk/nta

The North East Bus Preservation Trust. Created in the 1980s as NEBPS, The North East Bus Preservation Trust gained charitable status in recent times. We have a membership approaching 150, and a large collection of vehicles several of which are being restored to the highest standard. Our well presented running fleet dates from 1931 and the most modern acquisitions are an Olympian and a Lynx, so there something here for everyone. We hold four major running events through the season: two seaford gatherings, one where we run a City Park and Ride Service and another at one of the largest shopping complexes in Europe. The NEBPT enjoys good corporate, as well as local bus groups and private owner support, resulting in well attended, colourful, and always successful running days. Our heritage, museums and charitable work helps create an active society dedicated to keeping old wheels turning. If you have an interest in buses/coaches which ran in, or have a link with the North East of England, an enquiry will result in NEBPT information and fleet list being posted out. An annual membership fee of £15 will bring you a bi-monthly newsletter and an opportunity to join a group which is always striving to move forward. Contact us via our website: www.nebpt.co.uk where you can join online, or write to the Membership Secretary, NEBPT, 32 Huntingdon Drive, Cramlington, NE23 2FB. You can be assured of a warm welcome and a prompt response.

North of Scotland MacBrayne Circle Based in Inverness, we are a 'hands-on' preservation group keen to recruit new members with an interest in all things David MacBrayne / Highland Omnibuses and a desire to help maintain our preserved Bedford. Drivers especially welcome! Contact Lawrence Sutherland, 3 Forestry Cottages, Moy, Inverness-shire IV13 7YQ. Tel. 07796 485545

The Omnibus Society. The OS offers you the chance to hear topical presentations from industry managers at regular meetings in London and at branches throughout the country. Other benefits of membership include visits and study tours, a bi-monthly magazine, supplemented by local branch bulletins; historical research groups; access to the Society's extensive library and photographic archive and regular OSMART sales catalogues of books, timetables and other enthusiast items. For more details please contact: The Omnibus Society, 100-102 Sandwell Street, Walsall, WS1 3EB.

Omnibus Society Yorkshire/North West. If you are interested in buses old or new and live in Yorkshire or the North West, have you considered joining the local branch of the Omnibus Society to meet like-minded enthusiasts? For a modest subscription you will receive a bi-monthly glossy magazine and a monthly bulletin, we also organise visits to operators, route study tours and talks by distinguished transport people. For further details send a 9x6 SAE to the Hon. Secretary (BCP), Paul Wilkinson, 10 Bradley Close, Timperley, Altrincham WA15 6SH.

The Oxfordshire Bus Enthusiasts Society holds monthly meetings in central Oxford for those with an interest in buses & coaches world wide, past and present. Meetings feature talks from speakers covering a range of bus or coach related topics. Membership is £20 per year, For membership details send SAE to Christopher Chris-Moore, OxBuses Secretary, 55 Gainsborough Green, Abingdon, Oxfordshire, OX14 5JL, e-mail: oxbuses@gmail.com or visit: www.oxbuses.webs.com

Plymouth City Transport Preservation Group. Formed in July 2006 with the intention of preserving vehicles from the City Corporation fleet and archiving records and artefacts along with making the vehicles accessible to the public and enthusiasts alike. We offer membership and opportunities for like minded enthusiasts to become involved in their development. Yearly membership available: Adults £12, Family £20, Concession (under 16/over 60) £8. Download a membership form from www.plymouthcitytransport.co.uk or send a cheque (payable to Plymouth City Transport Preservation Group) with SAE to: The Secretary, PCT PG, 7 Greenfield Drive, Ivybridge, Devon PL21 0UG. Email: enquiries@plymouthcitytransport.co.uk

Potteries: interested in Potteries Motor Traction (PMT) buses? The Potteries Omnibus Preservation Society is for all interested in Potteries past and present. For a membership application form send an SAE to POPS, 58 Newcastle Street, Burslem, Stoke-on-Trent ST6 3QF, e-mail: 44lf88@gmail.com or visit: <http://potteriesomnibus.wordpress.com>

The Provincial Society. The Society was formed in 2003 to bring together people interested in all aspects of the operation and vehicles of the former Provincial Tramways Company, The Gosport & Fareham Omnibus Company and Provincial Bus Company for 1878 to the present day. For details and an application form, contact the Membership Secretary: Gerry Tormey, 30 Wises Court, Mumby Road, Gosport, Hants PO12 1DD (SAE please) or e-mail: membership@provincialsociety.org or visit www.provincialsociety.org

The City of Portsmouth Preserved Transport Depot Volunteers are restoring and renovating former Portsmouth Corporation vehicles as well as those from other parts of the south coast, and we need mechanics, body builders, carpenters, vehicle electricians and upholsterers to join our ranks, as well as 'armchair' supporters. Members receive at least four copies annually of our magazine, the Broad Street Broad Sheet and will be able to assist in the operation of the vintage bus services for which we have become well known since 2000. Membership is £18 per year with reductions for juniors and seniors. For further information please contact Mrs. Ann Warrington, Membership Secretary, 4 Swallow Wood, Fareham, Hampshire PO16 8UF or email: membership@cpptd.co.uk

Reading Transport Enthusiasts Club. A small friendly group of enthusiasts are waiting to welcome new members to our club! We have a varied calendar every year in which we attend several country-wide events, running days and rallies travelling on a just as varied and interesting selection of vehicles. Our itinerary also includes a couple of weekend trips, last year, one to Cornwall and one to North Wales to visit heritage railways, museums and unusual transport related installations. This year's main trip is a 12-day trip around the country in August through Wales and right around Ireland on a Routemaster! Membership is £10 per year, so if interested please contact Adam Conner, 94 Mayer House, Chatham Place, Reading, RG1 7AN or e-mail: adamconner1859@hotmail.co.uk.

Rhymney Valley Transport Preservation Society boasts the largest collection of former Rhymney Valley District Council buses as well as a cross section of other vehicles with Welsh connections. Members have their own web newsletter in the award-winning website www.welsh-transport-heritage.co.uk For further details contact John Evans/Simon Robert, RVTPS, 59 Cardiff Road, Bargoed CF81 8PA or e-mail: rvtps@welsh-transport-heritage.co.uk

Ribble Enthusiasts' Club. A regular monthly bulletin is issued within which is contained the latest club news; visit and tour reports; vehicle and service news covering the major and many of the independent operators in the north west; an archive section recalling memories in articles and illustrations of Ribble and its joint operators from earlier days. Visits and tours are arranged throughout the year and the sales stall attends many of the rallies in the north west. Details of membership can be obtained from the Membership Secretary, 203 Brindle Road, Bamber Bridge, Preston, Lancs. PR5 6YL. Please enclose an SAE.

Ribble Vehicle Preservation Group offers membership to those who wish to support the activities of the Ribble Vehicle Preservation Trust, dedicated to preserving the vehicles, artefacts and archives of the former Ribble Motor Services and associated companies. Members receive a quarterly, high quality magazine RVPG News, which reports on the Trust's restoration activities and contains articles of interest about Ribble. They can travel on

Trust vehicles on-route to rallies and heritage gatherings and also have the opportunity to actually work on restoring the vehicles, if that is their interest. Membership is £15 per annum and further details can be obtained from the Membership Secretary, Ashfield Lodge, Lea Road, Lea Town, Preston PR4 0RA or www.rvpt.co.uk

Samuel Ledgard Society. Founded in 1998 to further the appreciation of this legendary bus company. Quarterly journal and many events arranged for members during the year. Joining fee £5 per year. Information from SLS, 58 Kirklees Drive, Farsley, Pudsey LS28 5TE. Tel: 0113 236 3695.

The Selneq Preservation Society specialises in the area generally overlooked by other preservation groups, the development of rear-engined buses which first appeared in prototype format in 1956. We have assisted in the preservation of over 70 vehicles from the Manchester City Transport, Selneq and Greater Manchester Transport eras. Membership of the Society is £15 a year, which includes a Membership card, Substantial support documentation, three Newsletters a year, free entry to our storage premises in Leigh and free involvement in road runs, rallies and shows. For further details please contact The Membership Secretary, The SELNEQ Preservation Society, 267 Rivington Crescent, Pendlebury, Swinton, Manchester M27 8TQ. Please visit our websites: www.selneq.org.uk or www.selneq.com, or e-mail: webmaster@selneq.org.uk

Sheffield Transport Study Group. Our main aim is to record the past activities of locally based transport undertakings and companies in this area that not only manufactured lorries and cars, but steam engines too. We hold quarterly meetings in Sheffield and publish a quarterly magazine, The Journal. Annual membership is £12 which includes four issues of The Journal. We also have an active outings section when members visit some place of interest and in addition the group holds an extensive selection of local bus post cards for sale to members. We are in course of establishing a website, visit: www.sheffieldtransport.com for more details. A sample Journal and membership application form will be sent in response to any enquiries. More details are available from Tom Robinson, 20 Ferndale Road, Coal Aston, Dronfield, Derbyshire S18 3BT.

The Solent Omnibus Club. 1969 saw the formation of the Solent Omnibus Club, a monthly meeting for bus and coach enthusiasts in and around South Hampshire, focusing on the area between Lympington in the west, Winchester to the north and Chichester in the east. Many of the Club's original members still attend today, a testament to the friendly and welcoming environment the Club prides itself on. We meet on the first Friday of each month, with talks and slide shows held locally. Every other month we also produce and email to members an illustrated newsletter. New members and guests will receive a warm welcome. To find out more visit www.freewebs.com/solent-omnibus-club or telephone 02392 731061

The South Wales Transport Preservation Trust, based in Swansea, is a registered charity established in 2005 with the aim of preserving, restoring and displaying buses and coaches of former public transport companies of South and West Wales. Our impressive range of almost 50 vehicles, of which 14 are presently restored, can be viewed at Swansea Bus Museum. The collection comprises buses and coaches from South Wales Transport, United Welsh, Morris Bros., Rees & Williams, Swan Motor Co, Neath & Cardiff Coaches, Llynfi Coaches, Red & White, Western Welsh and London Transport. We also have a small display of other vehicles, including Scammell Scarabs and a Green Goddess fire engine. The museum is run entirely by an enthusiastic band of volunteers but more help and support is always needed. Further details of our activities and membership can be found on our website at www.swanseabusmuseum.com or via e-mail at info@swtbusgroup.org.uk

South Wales Transport (Preservation) Museum, SA1 Business Park, Fabian Way, Swansea, SA1 8PQ. The only museum dedicated to the vehicles of the former South Wales Transport Company Ltd of Russell St, Swansea and its historically attached transport companies, United Welsh, N&C, The Swan Bus Co, Morris Bros and others, also a selection of British Railways vehicles and artefacts, established at Hafod, Swansea in 2006. We are now at Fabian Way, Swansea on the SA1 Enterprise Park (the old ALCAN works), look for the new dock entrance, we now have 50,000 sq ft at our disposal, generous inside space is available at reasonable rates, volunteers are always welcome! We're at three local shows in 2011 so look in the Enthusiast press for details. Details of the Museum from: alan_buses_turkey@yahoo.co.uk

The Southdown Enthusiasts' Club provides comprehensive vehicle, route and other news of major operators along the south coast from Southampton to Thanet. Our subscription is £23pa for which all members receive a monthly 'Journal' of up to 56 pages packed with news and information. Founded in 1954 originally for the association of people interested in Southdown Motor Services Limited, our coverage has



Merseybus A135 HLV, an Alexander-bodied Leyland Atlantean is housed at the North West Vehicle Restoration Trust's Kirkby premises. PHILIP LAMB

gradually expanded. Our range of publications increases annually and our photographic service is unequalled with views of nearly every Southdown vehicle during the past 60+ years and many others of various operators as well. For an application form, list of current publications and other details please write (with sae) to the Hon. Secretary, SEC (BCP) at 11 High Cross Fields, Crowborough, East Sussex, TN6 2SN. Website: www.southdownenthusiastsclub.org.uk

Swindon Vintage Omnibus Society as formed in 1968. It's members are proud to own two vehicles a Daimler CVG6 and a Bristol RE5L both were new to Swindon Corporation. During the rally season the vehicles are entered at rallies. A bi-monthly magazine is produced and sent to all members. For a sample of the magazine send an SAE (envelope A5) to the secretary D Nicol, 10 Fraser Close, Nythe, Swindon, Wilts. SN3 3RP. Membership Fee's are: Adult £12, Child £6, Senior Citizen (over 60 years) £10. Website: www.freewebs.com/svos112168

The SYT B10M Group was set up in June 2011. Our aim is simply to preserve one of the Alexander PS-bodied Volvo B10M-55s which were delivered to SYT/Mainline in the 1990s and were in service in Sheffield, Rotherham, Doncaster and even ventured into Barnsley. These vehicles served the streets of South Yorkshire for 20 years, beginning service in 1990 and the last B10M ran in South Yorkshire in July 2010. There were 180 of these vehicles delivered, numbered 601-780 in the Mainline fleet consisting of 6 batches. A few of these vehicles survive in training fleets and there are still a few examples in service with First (who took over Mainline) in places such as Glasgow, Edinburgh and Hampshire. The cost of joining the group is £5 per month for children, students and unwaged and £10 per month for normal membership.

Telford Bus Group is formed of transport enthusiasts and owners within Shropshire, Staffordshire and West Midlands areas. The group was established at the beginning of 1990 to cater for transport enthusiasts, in particular buses. Members are invited to come along and travel on member's vehicles to a number of Transport related events throughout the year. The group is known for its interest in the Bedford VAL chassis. A small number of group members still own a number of examples. As well as the Bedford VALs, the group is famously known for the preservation of ex-Greater Manchester Daimler Fleetline Mancunian, RNA 236J (2236), which has visited a large number of events since acquired for preservation in 1984. Membership is £6 adult, £3 children, £2.50 spouse or £10 family. Membership of the TBG includes a bi-monthly newsletter (available either electronically or paperback) updating members of current activities/trips within the group, updates on member's vehicles, updates of known Bedford VAL activities, as well as other transport related items. Members are invited to travel on member's vehicles to transport related events around the country. More information can be found on our website at www.telfordbus.org.uk, or contact Dean Howdle (Publicity Officer) on 07968 410306, e-mail: telfordbusgroup@btinternet.com (note new e-mail address), or write to Telford Bus Group, 2 Clifton Avenue, Brownhills, Walsall, West Midlands, WS8 7DU.

Thames Valley and Aldershot Bus Interest Circle. Formed in 1986 as the Alder Valley Interest Circle, with a couple of minor name changes we are now as above. We cover all companies in and around the former operating areas of the two well-known and respected companies. A newsletter is published approximately every 4-6 weeks. Our current subscription is £9.00 and details with sample newsletter are available from Brian J. Hawes, 129 Wycombe Lane, Wooburn Green, Bucks. HP10 0HJ or e-mail: brian@hawesp29.freemove.co.uk

Three Counties Bus and Commercial Vehicle Museum. Founded in 1999 we are a registered charity set up with the long term aim of establishing a working museum in the Beds, Bucks & Herts area for buses, coaches and commercial vehicles. We have a number of vehicles owned by our members on one site and we hold a regular working day on Tuesdays at which any member is welcome to participate. Membership is £12 per year and includes monthly meetings at which invited speakers talk on a variety of transport subjects. Further details from our Membership Secretary Mr Roy Warren, 120 Biscot Road, Luton LU3 1AX. Our website: www.3cbcv.org.uk

Transpire: The Chesterfield Bus Society. If you have an interest in bus and coach operation in North Derbyshire centred around Chesterfield, then our £11 annual membership fee will provide you with a bi-monthly newsheet and an invitation to join in Society events including film evenings, tours of local operators and discount fares to rallies throughout the country. Stagecoach East Midland, Trent, Hulleys, TM Travel are just a selection of operators Transpire have good relations with and official fleet information is regularly available to our Society. For further details or to apply for membership please contact the Secretary, Chris Corroy, 169 Hunloke Avenue, Walton, Chesterfield S40 3EA.

The Transport Ticket Society offers a wide range of facilities including a monthly illustrated journal, publications, an extensive range of ticket distributions of road, rail, air and water tickets, plus tokens, all at moderate prices, a ticket exchange pool, ticket exchange circuits and postal auctions. The Society actively encourages research into the history of tickets, ticket equipment and related matters and is a founder member of the Roads & Road Transport History Association. There are regular historical articles in the 'Journal' and longer works appear as special publications. The Society library has a wide range of publications and reference works on tickets and related matters. New members are very welcome, whatever their areas of interest and whether beginners or established collectors. Details from the membership secretary, S.A. Skeavington, 6 Breckbank, Forest Town, Mansfield NG19 0PZ or visit www.transport-ticket.org.uk

Transport Yorkshire Preservation Group exists to encourage interest in the vehicles of the West Yorkshire PTE, its predecessors Leeds City Transport (etc) and its successor Yorkshire Rider. The group owns a number of interesting vehicles, including LCT's last bus, Atlantean SUG 591M, and a number of early Optare models, including their very first double deck bus, C507KBT. Please visit our website: <http://www.typpg.org.uk> for more information or write via Unit 591, 57 Great George Street, Leeds LS1 3AJ or email info@typpg.org.uk

The Trolleybus Museum at Sandtoft has the largest collection of historic trolleybuses in the World. Around 20 are now back in running order and the number is growing. By becoming a member you will be supporting the museum; you can also be a volunteer and help run the museum — we need all sorts of talents for the myriad of tasks that have to be done. Membership is £15pa, Family and junior members £9pa which gives you a quarterly magazine Sandtoft Scene and free entry to the museum. Apply to the Membership Secretary, The Trolleybus Museum, Belton Road, Sandtoft, Doncaster, North Lincolnshire, DN8 5SX.

Vale of Glamorgan Bus Preservation Group is a group of enthusiasts formed to operate and preserve all types of passenger vehicles and to establish a working museum. Membership is open to all as we wish to encourage interest amongst people with a wide range of skills and interests, so whether a bus owner or not please contact Mark Harris, 3 St Pauls Avenue, Penarth, South Glamorgan CF64 3PQ or e-mail mark@harris5448.fsnet.co.uk

The Wessex Transport Society welcomes members from all over the United Kingdom. Based in Bournemouth, during the winter months (October–March) regular meetings and talks are held, normally on the last Saturday of each month. In the summer we offer trips to rallies, open days and other transport related events. Our membership fee includes a bi-monthly magazine, 'Review', packed with society and general news, members' articles and photographs. You are made to feel more than 'just a member', we warmly welcome and already have members spanning all ages and from many different walks of life. Send A4 SAE for details to Mike Caldicott, 7 Priory Dene, 47 Cavendish Road, Bournemouth BH1 1RA or telephone 01202 293245.

The West Country Historic Omnibus & Transport Trust aims to preserve and restore a representative collection of vehicles from Cornwall, Devon, Dorset and Somerset and to maintain an archive of material relating to the manufacture and operation of commercial road transport in the South West. WHOTT now owns more than 15 vehicles covering the period from 1946 to 1994, including traditional half-cab buses, commercial vehicles, coaches and minibuses. By becoming a friend of WHOTT for just £19 per

annum you will receive our quality quarterly newsletter 'WHOTT's NEWS' as well as enjoying other special benefits and the opportunity to help in a wide variety of ways, enabling us to safeguard the collection and archives for future generations to learn from and enjoy. For further information and/or a membership form please visit: www.buseum.org.uk or write to WHOTT, Kalmia, Church Road, Colaton Raleigh, Devon, EX10 0LW or WHOTT Membership, 6 Oak Drive, Portishead, BS20 6SS

West Midlands Transport Circle. Dealing with all forms of transport, we meet on the second Wednesday of each month (except August) at Bradmore Community Centre, junction Bradmore Road and Birches Barn Road, Wolverhampton, commencing at 19.40. To join, just turn up at one of our meetings without obligation or send a cheque for £5 (payable to West Midlands Transport Circle) for a year's subscription (February–January) to our Treasurer: D.M. Gauden, 2 Walkers Fold, Willenhall, Walsall WV12 5PB. Guest speakers also welcome, please contact Alex MacMillan, 57 School Road, Tettenhall Wood, Wolverhampton WV6 8EP (01902 746828).

West Riding Omnibus Preservation Society Based at Dewsbury Bus Museum, the society owns nine former West Riding vehicles including the only two remaining Guy Wulfrunians. Four further West Riding vehicles are privately owned by members of the society. The majority of the collection is in running order and the current focus of the restoration team is Guy Wulfrunian WHL 970 and West Riding Guy Arab IV KHL 855. Vehicles owned by the society are usually in service at Dewsbury Bus Museum events and details of the collection can be found at www.dewsburybusmuseum.co.uk. (Please note this society has no connection with a group called the West Riding Bus Group.)

Workington Transport Heritage Trust. is based at the old fire station in Workington, West Cumbria. We have a collection of around 20 buses owned by the Trust or privately owned by members, some of which are stored off-site. The collection started as a tribute to the Leyland National which was built in big numbers just up the road at Lillyhall - we have five in our fleet. Most of our other vehicles were locally built or operated. To appeal to younger members we also have a MAN low floor bus and a Mercedes minibus. We are not normally open to the public but take our vehicles out to events, provide park and ride services for local shows, and run free services from Workington to nearby towns every Boxing Day. Find out more at www.wtht.co.uk or follow us on Facebook.

The Transport Museum, Wythall. The Birmingham & Midland Motor Omnibus Trust has been developing The Transport Museum, Wythall for over 25 years. The museum in Chapel Lane, Wythall, accommodates one of the most significant collections of preserved buses in the country, as well as battery electric road vehicles. The emphasis is on Midlands buses, including the largest collection of Midland Red vehicles, many designed and built by the operator itself and now unique. The museum is a licensed bus operator and rides are an important part of event days. All facets of the museum are staffed by volunteers. Most people have a talent that the museum can use, such as maintaining buses, buildings and grounds, staffing buses, the cafeteria and shop, archive cataloguing; not to forget restoration — you don't have to be an engineering genius although they're needed too! A bi-monthly newsletter keeps you up-to-date with the latest developments. Help Wythall's progress by joining; contact the Membership Secretary, BaMMOT, 26 Teazel Avenue, Birmingham B30 1LZ. Website: www.wythall.org.uk. Email: enquiries@wythall.org.uk Telephone: 01564 826471.



Hants & Dorset 1557 (KRU 224F), a Bristol FLF6B passes Bath Tramways L8089 (OHY 938), a Bristol KSW6B in Salisbury in 2015. PHILIP LAMB